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Whaling  
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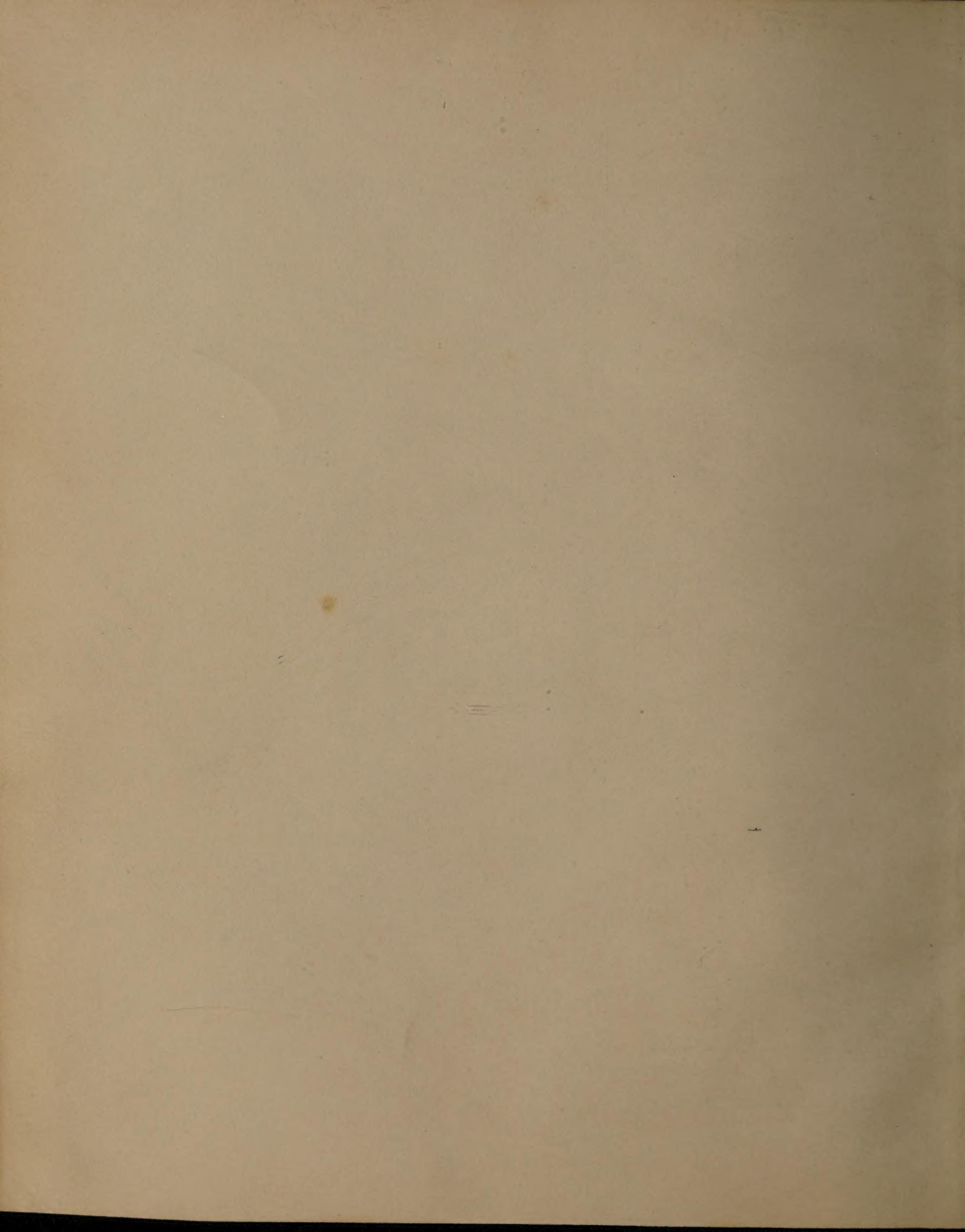


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Log Book kept on board the barque  
Sea Shell, of Warren, R.I., by George Whelden.

# 23

- n. 1. 1853. Weather cloudy with rain: proceeded to sea about 10 o'clock in the forenoon, the wind blowing quite fresh.
- n. 2d. We lay to the whole of this day, the wind blowing a gale.
- n. 3d. Still lay to under bare poles, the gale unabated.
- n. 21st. Saw ship ~~Garland~~ Bald Eagle, from New York for San Francisco, and kept her in company 36 hours. Pretty good for a whaler!
- Feb. 1st. Crossed the Equator. Weather intensely warm. Saw black fish, and lowered the boats, but did not succeed in taking any.
- Feb. 10th Saw and boarded ship Garland, of New Bedford, Capt. King, 21 months out, with only 130 barrels of oil. Hard luck that.
- Feb. 16th About 9 P.M. the cheering cry of "There she blows," and "There she breaches" was heard from the mast-head. All hands sprung to the rigging. Whales were seen 3 points off the lee bow, distant about 10 miles. After running as near as practicable with the ship, the

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boats were lowered. We succeeded in capturing two small whales, which made us 23 barrels of oil. The remainder of this day, also that of the following one we were busily engaged in cutting up and trying out the blubber.

Mar. 8th. Passed the Falkland Islands, the ship under reefed topsails. We are now prepared for all the gales and squalls which are to be encountered in a voyage around Cape Horn. Our fore topgallant mast is down, flying jib unbent, and sundry other preparations mad

Mar. 8th Wind fair, made Staten Land, a bold and mountainous country, 60 miles north of Cape Horn. We approached it rapidly and had every hopes of passing it when the wind increased till it blew a gale, luckily off shore. In a few hours the ship was under a close reefed main topsail, lying to and drifting rapidly to leeward. About 10 P.M. the gale increased so rapidly that before we could furl the main topgallant sail we were thrown nearly upon our beam ends, the lee rail entirely under water. At this time a tremendous sea took carried away larboard boat, broke loose the scuttle but, and wa-

every thing moveable from the deck. clewed up  
the main topsail, and made preparations to  
cut away the main topgallant mast, but she  
shortly after righted, and we rode out the gale  
in safety. From this time to the 15th there was a  
continued succession of gales and squalls. Cape  
Horn distant about 30 miles.

- Mar. 17. Be calmed the entire day. Cape Horn in sight,  
off the lee bow, distant about 10 miles.
- Mar. 18<sup>th</sup> Clear, cold, with frequent squalls.
- April 2d Weather fine, with a fair wind. Cape far behind  
us, and be damned to it. Run 250 miles the  
last 24 hours.
- April 5th Wind ahead, lat. 34.40. sail in sight.
- " 6th. Wind ahead. Afternoon blowing a gale from the North,  
accompanied with plenty of rain. Lay to all night
- " 7th shade sail, course N. by W. Saw a school of black fish.  
Rain squalls during the night. Lat. 38.01
- " 8th Rain, and squalls. Black <sup>fish</sup> in great numbers, but did  
not lower the boats.
- " 9th Squalls with rain, wind light. Lat. 35. lon. 76. S  
12 hours sail from Salcahuana. Sent up fore  
topgallant mast, and set boats' crew watches
- 14th Wind light and fair; Course N.E. W. est.  
day break saw a large ship four points

off our weather bow. At 11 A.M. rose a school of black fish and lowered the boats. The mate made fast to one of them, but the line spurted from the iron, and he escaped.

At two P.M. sent up the fore topgallant yard

April 21 Weather fine; wind S.E. trades; lat. 13° S. At 6 A.M. rose a school of whales off the weather beam. Luffed and stood for them; proved to be humpbacks, and squared away on our course. A large ship in sight on our larboard quarter.

" 21st Lowered the boats for black fish. Struck one; the iron drew and we lost him. Boats returned to the ship.

" 23d Wind fair; weather fine but warm. At 9 A.M. rose a sail two points beft our larboard beam. We thought she was a whaler and ran for her. She proved to be a large merchantman, and we squared away.

" 24th Lowered the boats for black fish. Struck one and the iron drew as usual. Returned to the ship. Lat. 9° S.

" 25th Fair wind, course N.E. W. The intense heat gives conclusive evidence that we are fast approaching the Equator. Saw black fish about 11 A.M. and lowered the boats. This time we struck two and succeeded in killing them, besides treating one of the boats crew with a ride that would astonish some of the fast ones.

- 28th Tried out the blubber of the two black fish, taken  
on the 25th. They yielded a trifle over two barrels.
- 30th This day was given to the crew for the purpose  
of washing out the forecastle, washing clothes,  
etc., and right well they made use of it.  
Numerous coats, shirts, pants, etc., that had  
not beheld the light of day since they  
were deposited in our well-packed chests  
on shore, rapidly made their appearance  
and in an incredible short time the  
forward part of the ship was en-  
shrouded with a dense foliage of  
coats, pants, shirts, drawers, &c., with the  
cool trade wind forcing its way  
gently through them, presented  
an appearance often seen in an  
outward bound whaler, but, I have  
good reason to believe, seldom wit-  
nessed on the return home.
- At 4 P.M. rose a school of sperm  
whales from the west head; we fol-  
lowed them with the ship till sun-  
set when we gave up the chase.

- May 3d Spoke and boarded ship Amethyst, of New Bedford, 32 months out, with 1500 bbls sperm oil. We gammed with her all day, and showed her skipper a specimen of our fast sailing. This is the best whaling ground in the Pacific Ocean and we are about to make a short cruise here.
- " 4th At 3 P.M. saw the Amethyst about 15 miles off our weather beam.
- " 8th About 10 A.M. rose a whale about four ship lengths off. Lowered all the boats and started in pursuit, and in two hours we had him alongside. She turned up 87 barrels of sperm oil.
- " 30th Fair wind, lat. 23° S., long. 126° W. Have been engaged busily for the last two weeks in painting the ship, so that she looks even better than she did on sailing. About 4 o'clock this evening the 3d mate struck a fine porpoise which we hauled aboard with a will, "fresh grub" being rather scarce.
- June 12 Spoke and boarded the ship Elizabeth, of New Bedford, Capt. Baker, 14 mos. out with 750 bbls. sperm oil, from a cruise off New Zealand.
- " 13th About 4 P.M. while gamming with the C, saw a whaler off our lee bow, supposed to be the Dan-

iel Webster, of N. B., 9 mos. out, clear.

June 18 Lat. 1 S., long. 160 W. Rose sperm whales about 10 A. M., and all the boats started in chase, and after a long pull we captured the largest whale in the school. He made 90 barrels.

" 21st About 5 P. M. rose sperm whales, and two boats started in pursuit; but the sun sunk below the horizon before they could strike. At night, between the hours of 9 and 10, we witnessed a partial eclipse of the moon.

" ~~22<sup>nd</sup>~~ Saw the Elizabeth about 3 P. M. In the evening  
" 24<sup>th</sup> Capt. Baker boarded us. They had taken 60  
bls. of oil since we last saw them.

July 2d At 8 A. M. rose sperm whales about  $\frac{1}{4}$  mile from the ship. Lowered away two boats, the whales going clear to windward. In two hours the boats returned to the ship, having lost sight of them. Wind strong; ship under reefed topsails and courses.

" 3d At 9 A. M. raised the Elizabeth from the west head. Spoke her about n. They had taken 35 bls. Jarvis Island in sight off our weather

beam, distant about 10 miles.

July 4th The national anniversary was spent dull enough in this ship, not even drinking a bumper to the success of Liberty for the simple reason that we could not get it.

" 8th Wind light, weather fine. About  $\frac{1}{2}$  past 7 et. al. we hove to off Jarvis's Island, and the captain sent two boats ashore to get a supply of eggs, which are to be found in great quantities in the sand. In about two hours we returned to the ship, with a barrel of good eggs.

" 13th Two boats crew went ashore at Jarvis's Island for the purpose of gathering eggs, but were unsuccessful. They obtained a bucket full, and brought off two iron caboose knees, being part of the wreck of an English whaler lost there a number of years ago.

" 16th For the last month we have been anxious to hear some news in relation to a port, and this morning our wishes were crowned with success; for as soon as the "old man" made his appearance on deck the order to "square the yards" was given, and never was an order obeyed with more alacrity; for in an incredible short space of time we were bowling along before the wind for the Navigator Islands.

July 19 Wind very light, and weather extremely hot; Lat.  $5^{\circ} 30'$  long.  $165^{\circ}$ . bent the fore top-gallant sail, which is a great ~~help~~ help.

24th At  $11\frac{1}{2}$  A.M. saw land on our weather bow= the island of Etanua = lat.  $13.50^{\circ}$  S. About 3 P.M. saw land 4 points on our lee bow. Got up the cables and made other preparations for entering port. We then hauled our wind and lay off and on till the morning of the

25th We stood in for the land, hove to, and lowered a boat to land. On the way we met a boat proceeding to the ship with a Kanwa pilot. For the consideration of 7 dollars he took us into a land-locked harbour, called Pago-Pago, where we dropped our anchor in 25 fathoms of water, and showed the stars and stripes at our mizzen peak. Lowered a boat and took the old man ashore, where he had a long confab with the king, the pilot acting as interpreter, and concluded by leaving our the ship with a boat load of fura, yams, hogs, &c. Was occupied most of the day on board in breaking out the hold, to stow water.

July

26th The starboard watch went ashore on liberty.  
The day was damp, foggy, and rainy.  
Wherever we went we were met by swarms  
of natives asking for tobacco. They are  
generally very hospitable, it so seemed, as  
every one you meet wishes you to be his  
friend. The watch ate dinner in various  
houses, which are made in a conical form  
partly resembling a bee hive, open for  
about 4 foot at the bottom, allowing the  
air to have a clear sweep through them.  
The floors are composed of small pebbles,  
which are covered with mats, which form  
~~their~~ beds. The natives of both sexes wear  
no clothing except a piece of cloth girded  
around their loins. The missionary holds  
complete sway over them; so much so that  
they would allow none of us to stay  
ashore over night. The island abounds in  
tropical fruit, such as bread-fruit, tar-  
o, yams, limes, coco-nuts, pine-apples,  
oranges, &c. Of the last two articles, owing to  
its not being the season, we did not ob-  
tain many.

27th Got all our water aboard to-day, and

July. finished stowing off the hold.  
The ship so crowded with natives,  
that it is almost impossible to  
work; and they invariably want to  
assist us - in eating our dinners.

28th Weather fine. All hands turned to and  
hove up the starboard anchor, it being  
foul of the other. The majority of the  
crew then went ashore and listened  
to an excellent sermon by the Rev.  
Mr. Powell, the missionary.

29th Got off the last raft of water; the larboard  
watch went ashore on liberty, the other  
watch painting ship.

August 1st. The starboard watch went ashore and  
took a tramp across the mountains to  
"Massacre Bay" to visit two white men who  
have been living there a number of yrs.  
We dined with them, and after a long  
chat we returned to the ship. During  
our absence the other watch had hove  
up the anchor and warped the barge  
in shore.

2d. Went ashore with some crockery, a barrel  
of flour, &c, for the missionary.

- Aug
- 2d. Got off a boat-load of wood, and stowed it in the hold, also a number of yarns, bowls, hogs, &c., raining furiously, as it only can rain in the tropics; let go the starboard anchor, the ship dragging stern on to the rocks. At 9 P.M., when the watch were all turned in, the mate came aboard in a canoe, and ordered a boat ashore after his watch. Their friends, the natives, would not allow them to stay on shore, and demanding 2 fathoms of cloth to take them to the ship.
- 3d. Brought off two boat's load of wood, and saved, chopped, and stowed it in the hold.
- 4th Finished chopping and stowing wood. Hove up our starboard anchor, and paid out several fathoms of chain on the remaining one.
- 5th Ran a line ashore from our bow, and got a spring on it aft: hove up the anchor, sheeted home the topsails, and after such to numerous to mention bid adieu, I hope, to Tutiillu.
- 7th About 7 P.M. met with a very heavy <sup>squall</sup> ~~gale~~ which left us under a close-reefed ~~part~~ sail.

- 8th Tacked ship and stood for Bovititch's  
Island, which lies in 9° 24' S., long. 171.06, W.  
9th Squared the yards, and at 7 et. m. raised  
the island from the mast head, two pts  
on the starboard bow. Luffed ~~and~~<sup>and</sup> bore  
for it, and reached it about 12 m. Went  
to leeward and hove to. Two canoes were  
soon alongside; the natives in one of  
them, after taking a look at us got  
frightened and left in a hurry.  
The other contained an American, left  
there some months previous by a  
whale ship. He said that a short time  
before, an English ship, from Sydney  
came there and wantonly fired on  
the natives, killing a number of them  
and also fired several houses. They  
then concluded by carrying off 500  
men and women from their homes.  
A fine specimen tyranny from  
those who are crying down American  
slavery. After a while the natives,  
finding our intentions were pacific,  
and that we meant them no harm,  
came on board in considerable

Aug 18 numbers. One of our boats went ashore and got a boat load of coco-a-nuts, for our hogs, the only article the island produces. The "Old man" gave the sumun of passage to the King's Mill Group, whither we are bound. At night came in we hauled our wind and stood off.

19th About 1 P.M. spoke the barque "Hydaspe" of N. B., 13 mos. out, 135 lbs sperm oil.

At 3 P.M. spoke the ship Daniel Webster, of Nantucket, 11 mos. out, 25 lbs. sperm.

21st Cruising off New Nantucket. Saw sperm whales from the mast-head at sunrise, two points on the lee bow, and going to windward as if the devil had kicked them. Lowered and chased them 8 miles and gave it up. They were probably galled, before daylight by one of the ships to leeward.

25th Saw whales at sunrise,  $1\frac{1}{2}$  miles to leeward. Chased them two hours. Could not get near them. Reaching ship the rest of the day.

about 4 P.M. and all gall the boats were afire

them. All the boats got free, but the  
iron of the waist boat broke. They  
struck another whale and a small  
calf - the latter imminently  
and between the two the boat was  
stove and began to fill. This caused  
them to cut their line, and pull for  
the ship. On getting alongside, the  
boat was capsized and the crew, and  
part of the whaling gear was  
lost. The crew got aboard safe - it  
is good ventilation, thick bands down  
to avoid getting the boat aboard, and  
we stood for the Harbor. The weather  
was weather enough. The starboard  
boat was to leeward - both hull  
lights set - 8 P.M. off 9 P.M. all hands  
were on board, and the whaler soon  
first alongside.

27th Cut in and commenced trying on  
the blubber. Saw the "Whale" over  
weather low.

28th Braving out. Saw finback seal on  
our lee bow, from the whale  
5 fms. other side.

spinning stone better than that we have  
done - still smoking as they passed  
under our stern.

24th Finished trying out. Repaired our  
stoven lid, and at 4 P.M. lowered  
for whales to windward, but could  
not catch them.

25th Light wind, fine weather. Spun skeins  
overnight.

26th Stowing down oil in the after hold.  
Lowered for whales at 9 A.M. The sea  
was so bad it took a cow whale with  
the lines drew. Unfortunately the un-  
loaded boat was close at hand,  
and fastened to her, together with  
a small cuff. There was no oil, however  
in the latter.

27th Trying out. Saw few ducks on our lee  
bow. Long.  $179^{\circ} 31'$ .

28th Trying out and stowing down oil at  
4 P.M. Lowered for whales to leeward. The sea  
was so bad it took a cow whale. The scum made  
it difficult to jump overboard to get onto  
the boat. Drawn by the line, but the  
boat was so far away, he did not

fast to the whale. In the confusion  
the whale turned in the west and  
the mate threw himself up and down and  
watched him.

3rd Early and off, and what the hell  
mate calls a whale always kept and  
commercializing out on sail you can  
see quarter.

4th French fishing boat.

5th Showing down. Weather covered over  
the half a dozen of whales to be  
seen which is enough to be  
seen twice. The whales having cul-  
led the boats running round  
the ship. We kept the ship  
in sight and up a dinner hour  
again, and then  
at the end of a good friendly night  
along with a little before  
rest.

6th Cut the whale in and a man went  
out.

7th Wind blowing fresh. Ship open  
trailing out of gear.

8th Showing down at

9th Heavy sea w. and the ship under  
reefed topsail. Scrubbed the decks  
and put things ship shape, at the  
risk of slipping down and breaking  
our necks. The weather moderated  
some in the afternoon.

- 12th Broke out the starboard side of the fore hold  
and stowed down 40 lbs of oil.
- 13th The old man opened several casks of slops,  
and all hands replenished their stock of  
clothing - some rather extensively.
- 14th Cleaning the paint-work of the ship.
- 15th A dead calm, and the weather excessively hot.  
Painting the ship outside.
- 16<sup>th</sup> 17 " " "
- 20th Sent down the fore topsail to mend it.
- 21st All hands mending the fore topsail. A  
large school of black fish in sight for two  
hours.
- 22d Finished mending the fore topsail, and  
sent it up. About 4 P.M. a school of black  
fish passed under our jib boom, puffing  
like a high-pressure engine.
- 23d Sail set at 3 P.M. raised a merchant brig  
on our lee beam, steering S.W., carrying

royals and studding sails. Wind N.E.  
trades. Long. 179.12 W. About sunset saw a  
school of killers,—a species of whales that  
will attack and kill a sperm whale.

24th Bound for the King's Mill Group. Today we  
crossed the meridian of longitude.

27th At two o'clock P.M. we squared away for  
the land, and at 5 P.M., from the  
mizzen-head, was seen Hope Island, the  
windward island of the King's Mill  
Group, bearing two points on our  
lee bow, about 15 miles off. At sunset  
we hauled on the wind for a cruise. The  
mate amused himself, in the middle  
watch, by throwing a bucket of  
water on one of the watch who was  
keeping a sharp lookout for the  
land with his eyes shut—a com-  
mon practice among sailors.

28th Wind blowing very fresh. At sun-  
rise discovered a strange sail on our  
lee beam. Saw nothing of the land  
to-day.

29th Weather moderated some. Coal turned  
both our anchors.

30<sup>th</sup> A beautiful day. At 6 A.M. saw Byrons  
island from the mast-head. We headed  
for the land, and countless canoes left  
the island to meet us. Each canoe was  
well supplied with hats, for which they  
received tobacco, their hearts ideal, and  
~~to~~<sup>get</sup> which some of them would not  
hesitate to commit murder. But,  
through the prudence of our cap-  
tain, had they attempted any thin-  
of the kind they would have been  
roughly received. By 12 M. one of the  
men at the mast-head counted 87 ca-  
noes around the ship. The natives  
came aboard in swarms, selling  
their hats and mats. For a sennet  
hat, worth 75 cts at home, we paid one piece  
of tobacco worth 3 cts. There are several  
white men on these islands, some of  
whom have been here several years.  
According to all accounts they lead  
a miserable life. I asked one in-  
telligent looking young man why  
he lived there. His answer was  
that he could live there without

working! The natives of this group of islands are entirely nude, with the exception of a covering made of grass, worn by the females round the waist. The negro that we took from Bowditch's island left us take up his abode here. The Elizabeth had touched here two days before, with 1150 lbs of oil on board, beating us, since we saw her, by 200 lbs. The natives are very expert thieves for, after they left the ship, we found they cleaned the forecastle of knives, spoons, &c. They would often sell a hat, then steal it and sell it again. This island is low and sandy, is covered with coco-nut trees, and can be seen from the mast-head about 18 miles. At 3 P.M. we braced forward steering sh.

- Oct. 1st. Saw Roche's island 1 point on our lee bow. Tacked ship, and saw Peru island 2 pts forward of our lee beam.  
3d Roche's island on our lee beam. The natives came on board and trav-

ded their huts, mats, shells, bowl, &c., for tobacco. At 3 P.M. the 3d mate went down in the starboard boat to stir up a school of black fish that had been playing for some hours to leeward. We struck one fellow but the iron would not hold him, and we came on board.

3d Clark's island on our weather bow. There are 4 white men living on this island. We bought a large quantity of tickimimi, made from the sap of the cocow-nut tree, at this island. It is a sort of molasses, but a great deal better to eat on duff. Drummond's island was in sight on our lee beam, from the mast-head, at sunset.

4th Drummond's island in sight at day break. The natives gave chase, and 2 canoes succeeded in getting along side; but ~~they~~<sup>we</sup> wanted to weather the island, and they were cut adrift. About 4 P.M. the old man hove to and let them come aboard.

They brought shells, fish, mats.  
Co. Lieut. Wilkes, with the U. S. Explor-  
ing Expedition, visited this is-  
land in 1840. He had one of his  
men killed by the natives, for  
which he took a terrible retribu-  
tion-killing, I'm not sure, 150 of  
them. He also bought a great  
number of Spanish dollars for  
a haul of tobacco apiece, and a  
quadrant and sextant, which  
led to the conclusion that a ship  
had been taken there by the  
natives. This island is 40 miles  
long.

Sydenham's

5th Light wind. ~~Dissipates~~ island  
is in sight from the mast-head  
Two ships have been taken at  
this island, by the natives, with-  
in a few years. — Gave our fore top-  
sail sheets etc., a coat of coal tar.

7th About noon we hove to off Woodley's  
island. A few canoes came off to sell  
their fish, fowl, shells, etc. There  
is a King on this island, who will not

allow any white men to live there.  
The 2d mate went ashore with a boat's  
crew and came back in about two  
hours highly pleased with his vi-  
sit. The captain bought 4 large  
turtles, for  $\frac{4}{5}$  heads of tobacco each.

At 5 P.M. we braced forward the yard  
and left—steering S.

8th Fine weather. At 12 M. saw a school of  
black fish ahead—the only indication  
of sperm whales we have seen on the  
group.

10th Lat. 18° long. 171° E. A dead calm, with  
the weather very hot. At 3 P.M., saw a sail  
on our weather bow, and at sunset we  
were alongside. It was the barque  
"Woolbank," of Sydney, 7 weeks out, with  
20 lbs. Our captain went aboard and  
returned with some Sydney papers, teem-  
ing with accounts from the gold mines,  
and the birth of a prince of the royal  
blood, but not a line of news from the  
United States.

11th Calm weather. At sunrise the ocean  
was as smooth as a mirror, with

not a breath of wind to ruffle its polished surface. The Englishman lies astern about 12 miles. About 8 o'clock a light breeze sprang up from the East.

The mate rigged in the jib boom in order to cover it with copper where it chafed in the cap.

2nd Fine weather with a good wind. At work on the rigging. The English barque passed about 5 miles to leeward of us, on the opposite tack, about 12 m.

13th Fine weather. At noon the Englishman was 12 miles off our lee beam. About 10 o'clock the 2d mate saw a large black skin about one mile off our weather bow, but it disappeared before he could make it out. At 4 P.M. saw Ocean ~~Slope~~ island two points off our lee bow. Ducked ship at sunset.

4th At sunrise Ocean island lay 4 points on our lee bow, and the Englishman nearly out of sight on our lee beam. At 7 A.M. saw a large water spout off our lee quarter.

Lat 16° 9.31. About 9 A.M. we hove to off Ocean Island. Several canoes came off with squashes, fowl, &c., which the captain bought for tobacco. There are three white men living on this island, leading the same wretched life as the natives. They came on board to beg a little tobacco. One of them wanted to get some medicine from the captain, he being afflicted with a loathsome disease. At 3 P.M. we braced forward and stood to the northward.

17th

Fine weather. Mending the jib.

18th

At 8 A.M. saw whales on our weather beam, about 4 miles off. We could get no nearer to them, and they finally went out of sight to windward. Unbent the spanker and repaired it.

19th

A dead calm. Mending the main topsail. Saw black fish.

20th

A dead calm. Sent up main topsail.

21st

Light wind. Working on the riggings.

- 22d Calm. Sent down the fore yard to tighten the truss bands. Sent it up at noon. Saw black fish.
- 23d Calm. Sunday.
- 24th Light wind. Lat. 2.06 S.
- 25th Light wind. Lat. 3.25 S., long. 169 E. Working on the rigging.
- 6th Wind light with squalls. At day-break saw a large ship on our lee beam - probably a merchantman. At 7<sup>1/2</sup> A. M. passed a merchant bargee showing the Danish flag.
- 29th Stiff breeze; course E; lat. 4.44 S., long. 175.05<sup>E</sup> N.  
Bound for New Nantucket.
- Nov. 1 Course N.E. Lat. 5.01 S., long. 17<sup>4</sup> 58 E. 178.58 E.
- 3d Steering E by N. Lat. 5.36 S., long. 177.57 W.
- 7th After laying in dead calms and baffling head winds for two weeks, and without any hopes of reaching Nantucket, the "old man" altered his course this morning to S.S.E, and bore away for the Navigator Islands. Lat. 3.39 S. 178.21 W.

12th Land ho! At 3 P.M. the lookout at the mast-head saw land ahead. It was Horn Island, lying in the latitude of 14° 14' S., long. 178° W., distant 45 miles. We are bound there to recruit the ship prior to a cruise on New Zealand.

13th At daybreak the land lay about 5 miles ahead. We tacked ship and bore up to the weather end of the island, and thence ran down the entire length of the weather side in search of a place to effect a landing, without success. The island is about 25 miles in length and is rugged and mountainous, and covered with a thick growth of vegetation, much resembling Tutuilla. At 1 P.M. a canoe made its appearance having on board two natives who spoke English. The captain made the necessary preparations for getting water on board, (today being Sunday,) tomorrow. The captain then went ashore to see the King. He is a short

slim, ugly looking man, and is not the legitimate king, according to the native theory, but one forced upon the natives by the missionaries, who are French, and of the Catholic persuasion, backed by a French man-of-war. The deposed king is living on one of the Fejee islands. He has made one attempt to regain the supremacy, and, for the time, was successful; but a French ship ultimately took Sam (the king) and his followers and landed on one of the Fejee islands; where, nothing daunted, he is preparing a second expedition for the recovery of his throne.

At sunset we reefed our topsails and lay off the island till the morning of the

14th At daybreak it was blowing a gale. However all hands turned to and got nine water casks out of the hold. At 10 A.M., the weather having moderated, we pitched

them over the gangway and made a raft of them. Two boats then lowered and towed them to the reef where the natives took them and filled them. The "old man" went ashore to trade. He bought a lot of pine apples, yams, &c., paying in cloth. About 5 P.M. we got the water alongside, hoisted it in, and filled away, standing to the Southward.

15th Lat. 15.22. S. at stiff breeze, with reefed topsails, at 10 P.M. squared the yards, steering W.E.W. in order to pass to the leeward of the Fijee islands.

19th Lat. 17.50 S., long. 176.30 E. Weather fine, steering S.S.E. During the day we passed a number of the leeward islands of the Fijee group.

20th Fine weather. Lat. 19.45 S., long. 176.24 E.  
Heading S.S.E. and S.S.W.

26th Lat. 29 S., long. 173.32 E. Heading S.E. by E. Weather squally and cool. Pea jackets and woollen trousers are indispensable, after a three months' cruise on the line, and there is a general overhauling of chests and bays in search of such articles.

- 28th Lat. 30.50 S. Off the north cape of New Zealand, blowing a gale. Lay to the greater part of the day under a close-reefed main topsail and fore top-mast staysail. At 2 P.M. set the fore-sail. Standing no mast-heads.
- 29th Laying to. At 10 A.M. discovered a strange sail, off our lee beam, under close reefed topsails.
- 30th Made sail. Tacked ship at sunset, the stranger 4 pts off our lee bow.
- Dec. 1st At sun<sup>rise</sup> the stranger, evidently prepared to show us a clean pair of heels, as he crowded sail and was bringing his resolution into effect, when we set our mainsail, jib and spanker, and shook a reef out of our fore topsail, which was as much as we could conveniently stagger under. In two hours, after beating her bad, we ran down and spoke her. It was the ship Canton, Capt. Folger, of New Bedford, 28 months out, with 850 lbs. of sperm oil, bound for a cruise off New Zealand. She is

The fastest and best looking whaler we have seen this voyage, and has, with the exception of the Bald Eagle, been our best competitor in a trial of speed. She is a Baltimore built ship, and was formerly in the East India trade.

2d At 9 A.M. we raised a sail 4 pts off our weather bow, bearing down to speak us. It was the ship Albion, of Fairhaven, Capt. Soule, from the Arctic Ocean, 2 & mos. out, with 2500 lbs. right whale and sperm oil, bound home. Had seen sperm whales 10 days ago.

6th Lat. 30.30 S., long. 178.43 E. Saw sperm whales from the mast-head about  $\frac{3}{4}$  ths of an hour before sun-down, 4 pts on our weather bow, about 3 miles off. Lowered all the boats, but the sun sunk before we could get fast. Went aboard and made sail in the direction of the whales.

8th Lat. 32.55 S., long. 179.35 E. Blowing a gale, with rain. Lay to under a close reefed main topsail and fore top-mast staysail

12th At sunrise saw a sail ahead. At 9 A.M.  
a squall struck us, which nearly laid  
us on our beam ends, and it was not  
till we were under a close-reefed main  
topsail, that she behaved as she  
ought. By 10 A.M. the weather had  
somewhat moderated, and we  
sighted French Rock from the  
mast-head. At 4 $\frac{1}{2}$  P.M. the stranger  
bore down and spoke us. It was the  
William & Henry, of Fairhaven, 24  
mos. out 750 sperm. They had been  
fast to whales during the squall  
in the morning, and were ob-  
liged to cut. Lay to all night  
under a close-reefed main top-  
sail and fore topmast staysail

13th Blowing harder than ever. Under  
a close-reefed main topsail.

14th Clear sky, with the wind more  
moderate, but a very heavy sea  
on. Set the foresail and fore  
topmast staysail.

15th Fine weather. Mending the foresail.  
16th Sunrise - a sail on our weather bow

She thought, like all the rest, to run away from us, but at 12 o'clock we had overhauled her. She was the *Miantonomi*, of New Bedford, 6 mos. from home, clean.

Has lost three men overboard since she left home. Got some papers from her, also three or four buckets of potatoes. Cuetiss and Goat islands were in sight the greater part of the day.

17th Fine weather. See most every thing but sperm whales. Made Sunday island at sunset lat. 29.12°, long. 178.13°.

18th Lowered for whales about 6 P.M. All large whales. The starboard boat got close to a large whale, when the boatsteerer darted two irons at him and missed him. Followed the school for an hour as hard as we could spring, and got between two 80 bl. whales. Just as the boatsteerer stood up, the nearest began to settle, when he darted one iron at him and he missed him, and off they went.

We could then just see the ship's light, and we pulled back, and arrived at  $\frac{1}{2}$  past 8.  
19th Light wind. made sail, and kept a sharp lookout for the whales. At 9 A.M. we raised them 4 pts off our weather bow. At  $\frac{1}{2}$  past 10 all the boats went down and pulled to windward, when we set our sails, and the mate went on and struck a large bull. We had him alongside at 2 $\frac{1}{2}$  P.M., and commenced to cut him in.

20th Got the whale cut in, and started the try works.

21st Weather rainy and lowering. Trying out. About sunset the fog cleared away for a few minutes, when, to our surprise, we saw Sundry island right ahead, when, according to the "old man's" calculations, it should have been on our weather beam. Wore ship and stood on the other tack.

22d Rainy. Sent down the fore topgallant sail, and rigged it over the works to keep off the rain. About 1 P.M. we

spoke the ship Thos. Dixon, of New Bedford  
15 mos. out from the Arctic Ocean, with 200  
sperm, and 300 right whale. It was so rough  
their boat could not get alongside. We  
were sorry, as she was just out from the  
Sandwich islands, with United States  
papers as late as September, and her  
rigging was covered with fruit. In an  
hour the rain had put out the fires un-  
der the works, and it was blowing a  
gale. We stopped trying out and furled  
every sail; lashed all the casks. Lost over-  
board blubber to the amount of 10 lbs of oil.

23d At very heavy swell on. Finished trying  
out at 12 M.

24th Light wind, and fine weather. Broke out  
the fore hold and stowed down 30 lbs. of  
oil. A strange sail in sight off our  
lee quarter.

25th Christmas. Dinner, roast pig and duff.  
At noon Capt. Barber, of the ship Amazon,  
of Fairhaven, lying three miles off our  
weather beam, came on board. They were  
15 mos. out last from the Arctic Ocean,  
with 150 lbs. of right whale oil.

- 26th Fine weather, sail on our weather bow.  
Finished stowing down the oil. The  
whole amount was 94 barrels.
- 27th Fine weather. At 4 P.M. spoke the ship Zone,  
of Fairhaven, 75 lbs. sperm.
- 28th Fine weather. Goat island and the Curtisses,  
and four sail in sight. At 4 P.M. spoke  
the ship Lexington, of Nantucket, 7 mos.  
out, with 90 sperm. They were fast to a  
sperm whale, off Sunday island, about  
one week ago, and were obliged to cut, after  
he stove the boat and broke the third  
mate's leg. The captain of this ship  
is accompanied by his wife.
- 29th Strong breeze. Three sail in sight. During  
the day saw Goat island, the Curtisses,  
and French rock.
- 30th Heavy weather, with symptoms of a gale.
- 31st Blowing a gale. Laying to.

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1854.

- Jan. 1st. Blowing a gale, with plenty of rain.  
Laying to under bare poles.
- 2d Fair weather, but a very heavy swell on.  
Commenced to blow heavy after dinner.

- 3d Blowing hard, with a very heavy swell on.  
Close reefed main topsail & fore topmast stay-sail set.
- 4th A gale of wind. Laying to. Two sail in sight.
- 5th Strong breeze. A strange barge off our weather beam. She shook the reefs out of her topsails, and set every sail she had bent. We shook out our reefs, set our jibs, spanker and courses, and at 1 P.M., she was hull down off our lee quarter. At this time we squared our yards and ran for a stranger off our lee beam. At two P.M. spoke the ship Oliver Crocker, Capt. Bush, of New Bedford, 42 mos. out, 1450 sperm, and the barge Robt. Morrison, of New Bedford, Capt. Norton, from the Arctic, 2400 right whale oil, 27 mos. out bound home. Sent letters by her.
- 6th Fine weather. Saw Goat island 4 pts off our weather bow. At 10 A.M. raised a sail two pts off our weather bow.
- 7th Fine weather. ~~Goat~~ and Curtis islands in sight. At 10 A.M. spoke the barge Thrasher, of Falmouth, Mass., Capt. Lawrence, 29 mos. out, last from the Arctic, 2,400 lbs. right whale. At 3 P.M. a strange sail bore in sight about

4 points off our lee bow. Capt. Lawrence  
furnished us with late Oahu papers.  
10th Blowing heavy. Under reefed topsails & courses.  
The ~~Boat~~ Awashonk 15 miles off our starboard  
quarter.

11th Blowing heavy from the southward. We  
almost begin to despair of having any  
more good weather. Took the waist boat on  
deck and gave her a coat of black paint,  
and put a red ribbon around her.

12th Fine weather. Saw Curtis and Goat islands  
and French Rock during the day.

13th Calm and cloudy. After breakfast the mate,  
with a boat's crew, took a boat and started off in the di-  
rection of French Rock on a Fishing Excursion. Re-  
turned in about two hours without any.

14th Fair weather. Goat and Curtis islands in  
sight, and three sails.

15th Fine weather. Off Sunday island. Saw a  
ship to windward trying out, which made us  
feel bad.

16th Fine weather. Off Goat island. 4 ships in  
sight. Spoke the Canton about 12 m. She had  
taken about 80 lbs. During the day we saw the  
ships Oliver Crocker, Columbus, and others.

- 17th Fine weather. Off Gout island. At 10 o'clock spoke the ship John Howland, of N.Y.C., from the North West coast, bound for a port and home.
- 18th Blowing heavy. Off Sunday island. 4 ships in sight during the day.
- 19th Weather rugged. Off Sunday island.
- 20th do do One sail in sight.
- 21st Blowing a gale. Under a single reefed main topsail and fore topmast staysail.
- 22d Weather moderated, with a cloudless sky. A heavy sea running. French rock was right ahead at sunrise. At 7 o'clock the old man came on deck, when we set the foresail and steered W. by S.
- 23d Blowing hard, and a heavy sea on. Steering S.S.E. Sent up the main topgallant sail and sent ~~down~~ <sup>down</sup> the foresail to mend.
- 24th Light wind, cloudy weather. Course W. S. W. Broke out slops. At 4 P.M. spoke the Oliver Crocker; she had seen no whales, and was bound to Talcumau, and home.
- 25th Fine weather, all sail set, steering S.S.W.
- 26th A dead calm. Mending the main topsail, and painting the larboard boat.

27th

Fine weather, with a strong breeze. Saw a ship about 4 P.M. four points off our weather bow, on the starboard tack.

28th

Fine weather. Bound for Chatham island. About 7 P.M. we spoke the Amaran. She had been to Chatham island, but finding no recruits there had determined to make a port of Konyanua, whether they were bound. Capt. Barber came on board, and after a long consultation with our captain, they concluded to visit that port in company.

~~29th~~ 24th A dead calm all day. After breakfast the ~~Capt.~~ Amaran set her colors, and our captain went aboard, with a boat's crew, and in return we had the mate of the A. with a boat's crew aboard of us. They remained till 9 in the evening. During the day we did not sail 10 miles, and could just discern the land from the mast-head.

Towards evening a light breeze sprung up, when we down ticks and made the most of it.

~~30th~~ 2d Fine weather, and a light wind. From the mast-head we could see the land stretch-

ing along the horizon, like a thin mist, on either bow. There was no wind, and our sails flapped larily against the masts. The *Estmaron* lay two miles off our weather, leeward, while away in our lee bow lay a long, rakish-looking barge, with long slender masts, and a hull as black as coal tar, and told us, at one glance, that she was, like ourselves, a regular-built yankee clipper. She was standing out from the land, and was probably a whaler bound on a cruise.

Off our starboard quarter a large ship was standing out to sea. At seven o'clock, we set our colors at the mizen peak to exchange signals with the stranger on our weather bow, when Capt. Barber, thinking we meant him, lowered his boat and came aboard. His lookouts at the mast-heads could not see the barge's signal, although they were two miles nearer than us.

The watch turned-to after breakfast, and got up the cables out of the chain lockers and made them fast to the anchors. Capt. Barber went aboard of his own ship about one P.M., with half a boat load of shoes he

had bought of our captain. About 4 P.M. we saw a sail standing out from the land. Thinking it was a pilot, we lowered away a boat and pulled for him; but, on arriving on board of him, we found that he was an agent for the recruiting of whalers and others, and, instead of being at Monganuu, we were in the Bay of Islands, and that our port of destination lay 25 miles to the northward. On receiving this short item of news, our captain was taken all aback, and tacked ship and stood to the northward, though all of us would a deal rather have made the ~~savate~~ the Bay of Islands for a port. However, we were becalmed the greater part of the night in the bay, when a light breeze from the land struck us fair, and we shaped our course for Monganuu. We learned from the agent that the two strange sail we had seen in the morning were the ships Sea Gull, (clipper,) and James Arnold, of New Bedford, the former 10 months out with 250 sperm, and the latter seven months out with 400 sperm.

10th: Very light wind, but fair. An affair took

took place this morning, just as the morning watch was called, that may tend to destroy the peace and harmony that has so long existed between officers and crew. It was the 3d mate's watch, and when the man at the wheel was relieved Mr. B—, the 3d mate, asked him if he could not keep her nearer her course; the man replied that he kept her within half a point of her course, and that was as near as any man could steer a ship before the wind. Whereupon Mr B— struck him, and they clinched and fell. The mate then came on deck and told Mr. B— to take a rope's end and lay it on till he was tired, which he did.

At sunrise the Amazon was 4 miles ahead of us standing into Mongonisi. When we arrived in the bay, we set a signal for a pilot, and in a short time Capt. Williams, of the ship Jefferson, who had visited this port before, came off and took us in. The Amazon had just arrived but a short time before us, as her crew were aloft furling her topsails. As soon as we dropped our anchors we sprang aloft and furled our sails. We found lying here, recruiting, the Iris, of New London, Jefferson, of Newfoundland, and John Howland, of New Bedford.

The town of Mongomery, if town it may be called, consists of about a dozen houses, the principal ones being, the tavern, where sailors get drunk, and fight, and the court-house where they try them for it. After furling our sails all hands turned to. We broke out the hold and got up our watercasks and becketed them, then got them overboard and made a raft. The 2d mate and a gunny then took the raft in tow to fill. We got got back with it about 6 o'clock, and rigged out a tackle on our main yard-arm, when all hands tailed to the full and hove it on deck, which completed the work for the day. In the evening we visited some of the ships just out from the States, to see if we could find any townies, and hear ought of the old folks at home.

2d All hands turned to at sunrise and broke out the fore hold. After breakfast the word was passed forward, "Get ready to go ashore, the starboard watch." We were not long in obeying the order, for in in 20 minutes we were on deck, washed, shirted and shaved for a tramp among the hills of New Zealand. The captain then called us aft and gave us a short temperance lecture, and gave us a dollar apiece, for liberty money.

The other watch then pulled us ashore in the boat. We found the starboard watch of the Amaranth had arrived before us. The natives here are all tattooed-males and females. They are very peaceable, and friendly, but they love money, and for a few dollars they will hunt a sailor, who leaves his ship, to the death. We enjoyed ourselves as well as we could, and at sunset came on board, some few being a little knock-kneed, notwithstanding the captain's injunctions. During our absence the other watch had stowed down some water and got off a butt-load of wood.

3d Raining hard nearly all day. The larboard watch went on liberty after breakfast. Notwithstanding the rain we got off 13 casks of water and a butt-load of wood, and I wet through three suits of clothes during the operation. The ship Massachusetts, of Nantucket, 6 mos. out, bound to the Northwest coast arrived during the day, also a small schooner from Auckland. After finishing the work for the day, I went below and got on a dry suit of clothes, and was enjoying a comfortable smoke, when the mate came to the scuttle and sang out to let go the other anchor. We got on deck and found the Jefferson dragging.

dragging her anchors and going on the rocks.  
As we lay nearer to the shore than she, we let  
go our starboard anchor, and then two boat's  
crews went on board the Jefferson to help them.  
We got back about 10 o'clock at night wet through.  
Raining and blowing. When we got on deck we  
found that the John Howland had dragged her  
anchors during the night and gone ashore.

4th We sent them a boat's crew. They got off with-  
out much injury at high water. About 4 P.M.  
we hove up our anchors and forged ahead  
a ship's length and let them go again.

We then ran a line ashore from our stern and  
made it fast, to keep her from swinging round  
and fouling her anchors.

5th The Iris shifted her position this morning.  
After she hove up her anchors, boats from all  
the ships took her in tow, and she took a  
position further down the bay. The boats then  
hitched to the Jefferson and towed her to  
the outer bay, where she dropped her anchors.

The starboard watch then went ashore on  
liberty. During the day one of our boatsteers,  
a Portuguese, got into a row with the natives  
and broke some of their heads, but was

finally captured together with a country-man of his, and fined five pounds apiece. There was a great many men ashore from the different ships today. When they came off to their respective ships there was any quantity of fighting. The mate of the Massachusetts was knocked overboard by one of the crew. Two men ran away from the Jefferson, and two from the Pocahontas. The mail schooner sailed to-day for Auckland.

6th Rainy. Larboard watch on liberty. The old man went ashore this morning and obtained our boatsteerer's release by paying 5 pounds. We then got off two boat loads of stone for ballast in the run, and washed the outside of the ship. The two men that ran away from the Pocahontas were caught last night and put in the calaboose. Two men also ran away from the Amazon, which caused a general search of all the ships in the harbor. The ship Adeline, of New Bedford, and the bark Columbia, of Sag Harbor, arrived to-day. The liberty men ashore had a general fight about sundown, in which a Portuguese from the Pocahontas was severely beaten.

- 7th Fine day. Took 5 casks to the watering place, and then went in search of wood but could not find any. We came aboard to breakfast and the starboard watch then went ashore. The old man was ashore all day trading. The man that ran away from the Jefferson was caught to-day. Thinking that the ship had sailed, he came out of his hiding place and was taken by the natives and lodged in the calaboose. As usual there was a row among the liberty men at sunset.
- 8th Fine weather. Got off a boat load of wood and loosed all the sails to dry. The larboard watch then went on liberty. We were at work hard all day stowing wood and water. At 4 P.M. we furled all the sails and went ashore after the other watch. They had not had a fight when we arrived, consequently we were obliged to wait. The Jefferson went to sea to-day from the outer bay, bound to Oahu.
- 9th Rained in the morning. Got off a load of wood before breakfast. Starboard watch on liberty. We had fine weather in the afternoon. This was our last day's liberty and we were determined to make the most of it. All of us were in fine

spirits. We had dinner at the tavern, and sat down to a social glass together. Towards evening three cheers for the Sea Shell, ~~her~~ officers and crew, was proposed and given by every one present, with such a will that the very hills sent back the sound.

- 10th Fine day. Larboard watch went on liberty. We were busy all day painting ship. The English schooner Circassian arrived to-day from Hobart-town. Also two small schooners loaded with provisions. The two men that ran away from the Iris were brought in by the natives to-day. The natives have fired the hills around to drive out the men who have left their ships.
- 11th Fine day. Sunday. Took the old man ashore. All the ships had out their bunting to-day. I went on board the Circassian and got some late papers.
- 12th The schooner that had our provisions on board came alongside and we took 4 tons of potatoes out of her, and about 1 ton of onions out of her. Finished painting ship today. She is black with a red ribbon round her. Got aboard some pigs today.

13th Fine weather. Considerable excitement pre-

sailed this morning on account of nine  
of the crew of the Pocahontas, who left  
their ship last night, taking a boat with  
them. The steward of the Iris, also left  
during the night. Two of the Amazon's  
men were brought in by the natives dur-  
ing the night. Capt. Rice, of the Iris,  
thinking his steward was on board of  
the topsail schooner, had her searched;  
but instead of finding him, he  
found two of the Pocahontas's men.

The Iris then was toweed into the outer  
bay and dropped her anchor, but short-  
ly after sailed with a fair wind. The  
steward, seeing his ship leave, came  
down to the beach, and hailed a pass-  
ing boat which took him on board the  
Columbiæ. This is our last day in port.  
Every thing is stowed away in ship shape  
and our ship, outside, shines like a new  
hat. This evening part of the crew of the  
John Howland, with whom we are pretty  
intimate, came on board and stayed  
till a late hour.

14th Fine weather, with a light wind.

The birds were not stirring earlier than us this morning. All hands piled on to the windlass, and we hove up our starboard anchor and hove short on the larboard one. The Amazon had her ensign flying and her topsails loosed. We hoisted the stars and stripes at our mizzen peak and sheeted home our topsails. Just then the A. passed us with her three topgallant-sails set, and eight boats towing her through the passage. After breakfast we hove up our anchor, and lowered a boat to get her head off, which being done we slipped our hawser and glided through the water, scarcely making a ripple. All eyes were on us. The boats that were returning from the Amazon ditched on to tow us, but they found we were going faster than they could pull, so they cast off. We were going 4 knots with a breeze that would not give some ships steerage way. The A. had dropped her anchor in the outer bay waiting for a wind to go to sea. As soon as we got out of the bay a strong sea breeze struck us, when we set all our can-

vass, and in a few hours we were on blue water, with the land far behind us. We raised a sail on our weather beam in the afternoon, probably the Iris that sailed yesterday.

- 15th Fine weather, strong wind, steering N.E., bound for Smeley island. About 42 past 10 in the night we saw a large light ahead; on measuring it we saw it was a whaler trying out.
- 16th Fine weather, strong wind, steering N.E. by N., close hauled.
- 17th Fine weather. Painted the starboard boat.
- 18th Strong breeze, with symptoms of an approaching gale. Under reefed topsails and foresail, fore topmast staysail.
- 19th Blowing a gale, - the heaviest one we have had on New Zealand. Lay to all day under bare poles.
- 20th Laying to under bare poles. Blowing and raining heavy, with a tremendous sea on. About 5 P.M. a sea took our starboard boat off the cranes, and unhooked the after davit fall, leaving the after part of the boat pounding against

the ship alongside. All of us were just getting supper. We dropped pots and pans and made a rush to save her, and after fishing and hauling about 15 minutes we got her up. She had a hole stove in her bottom and one of her gunnels broke.

- 21st Fine weather, fair wind. Course N.E. by E. Lat. 31.15 S., Long. 177.16 E. At 4 o'clock we took the starboard bout off the cranes, and landed her in the waist prior to repairing her.
- 22d A dead calm. The carpenter and the old man went to work mending the stoven bout, while the rest of us were scraping up the remains of a barrel of slush between decks, that got stove in the late gale.
- 23d Fair weather, light wind. Lat. 30.36 S., long. 179.83 W. Repainted the starboard bout.
- 24th Light wind, fine weather. Passed Goat island and Curtis rocks at 7 o'clock this morning. Course E.N.E. Bound for the line. At 2 P.M. we spoke the Niunton. She had taken 70 lbs. since we last saw her. About the same time we spoke the ship Slope, of New Bedford, 28 mos. out with 1100 specm. The three captains came aboard of us. We had

been itching for a chance to sustain our reputation, and now we had an opportunity.

We did not give the Slope a thought. Our antagonist was the Chiantonini. We had the captains of both ships aboard of us.

We then braced forward and boarded our main tack. The M. was about a mile ahead, but in four hours we were 7 miles ahead, a couple of points in her weather bow, and we backed our main topsail to let her come up. Capt. Clements candidly acknowledged our superiority in sailing.

25th

Fine weather, fresh breeze. We broke out a half ton of potatoes, some onions, and a cask of bacon and sent them aboard of the Slope. Just before sunset we raised whales on our lee beam. On this occasion we were mated with the Slope. Mating is as follows:- When two ships are in company, and whales are raised by either, the captains sometimes agree to throw their chances together, so that the boats of each may act in concert, and then divide the amount of oil taken. The bargain holds good till the oil is tryed out. Our 3d mate headed the starboard

boat for the first time - the captain concluding not to lower again. Capt. Gifford, of the H. went up to the first whale, but his boatsteerer missed him. Our 3d mate had the next chance, and in less than two minutes we were fast to a 20 bl. cow. The sun had just sank and we never saw the school again.

26th We got up the cutting falls and cut in the whale and made sail before breakfast. About 11 o'clock we saw a ship to leeward tacking repeatedly, and came to the conclusion they were whaling. We up with the wheel and stood for her, and soon saw the whales going, eyes out, to windward. We made a concerted signal to the Scope, who was about 12 miles to windward, and lowered our boats in pursuit. We followed them about two hours head to windward, with oars and sails, when we saw the Scope's signals for whales ahead and whales on the lee beam. In less time than it is told we hauled our sail up and were going before the wind faster than it was ever my lot to see before. We soon came in sight of them, but could not get on them. The boatsteers would stand up with their

iron in their hands, and the next time we saw them it would be half a mile ahead. At sundown we had worried them so much that they did not know which way to go. The mate of the Slope went up to a large whale; the iron was scarcely out of the boatswain's hand before the boat turned a complete summerset with her bottom all stove out. Fortunately no one was hurt, and we went about of our respective ships, ugly, wet and hungry - we to work the greater part of the night, and they to get their stoven boat about.

27th Started the works, and got the whale tryed out about 12 at night. She turned up 20 lbs., 10 of which goes to the Slope.

28th Fresh breeze. The Slope in sight off our lee bow. Two strange sail in sight. Sout island in sight to leeward.

~~29th~~ We were under reefed topsails all day.  
Mar. 1st Strong breeze, and heavy sea on. Souday island off our lee bow. Four sail in sight. About a o'clock the ship Sea Gull, of New Bedford, spoke us.

The Sea Gull is a new clipper, and said to be the fastest ship that sails out of New Bedford. She is one hundred tons larger than us, but in beauty and strength they themselves gave us the palm.

Our mate went aboard after some letters. Her captain told him he had heard that the Sea Shell was fast, and that he wished for a trial of speed between the two ships. That he wished to try us under equal sail close hauled on the wind, and if we beat him on the wind, he would try us free. That he could not wish for a better breeze, and if we beat him he would acknowledge it.

We then left and came aboard, and the mate reported to the captain, who accepted the challenge. We shook the reef out of our main topsail, and set the flying jib and sprit. The Sea Gull had the advantage, as she had her mizzen topsail set. We had nothing but a gaff topsail, and our sprit being a trifle larger than theirs, we kept the former furled. Both ships braced forward at the same moment. For 15 minutes both ships seemed to be standing

still so even did we sail. After that the distance between us was soon perceived. In the short space of three hours we had drawed him aft three points, and gone to windward half a mile. Our opponent then set his colors, loosed his main topgallant sail, and ran off with the wind four points free. We followed suit, and in two hours we saw the colors up again. We had beat him both times. He clewed up his topgallant sail, and bucked his main topsail, and our captain went aboard. The Sea Gull is 10 months out  
240 lbs. sperm.

2d Light wind, fine weather. Two sail in sight. The Hope ran down to us and hove to. Her captain came aboard and got his share of the oil that we had taken and stayed out. We also let him have a spare topmast, which we tumbled out of the gunwale with a will. After which we braced forward and stood towards Simuluz island.

3d Wind very light, fine weather. About 4 P.M. we saw the Canton with a 120 lb. whale

alongside. The "old man" went aboard and pronounced it the largest sperm whale he had ever seen.

- 4th This is the finest day I have seen off New Zealand. Saw the Canton cutting in her whale. Gout island on our lee bow. •
- 5th Sunday. Fine weather. At 8 o'clock we raised a sail ahead about 25 miles distant, standing on the same tack. At 4 P.M. we were about 6 miles apart. She then tacked ship and spoke us. It was the ship Narragansett, of Nantucket, Coleman, 32 mos. out, with 1700 lbs. sperm oil.
- 6th Stiff breeze. We took our last look at Gout and Sunday islands, as we passed them, bound for the line. Course E.
- 7th Fair weather. Set half watches, and made all sail. Course E. Mended the flying jib.  
Lat. 30.09 S., long. 177.23 W.
- 8th Fair weather. Lat. 30.53 S., long. 174.13 W. Course E.
- 9th Calm. Course, E. Lat 31.35 S., Long 172.10 W.
- 10th Very light wind. What little wind there is is generally ahead, but by tacking when the wind hauls we generally manage to keep within two or three points of our course, which is East. We had the fore topsail down mending it to-day.

- 11th Beautiful weather, but scarcely any wind.  
Lat. 32.07° S., long. 170.48° W.
- 12th Fine weather, light winds. Lat. 32.28° S., long. 169.  
41° W.
- 13th Light winds. Lat. 32.56° S., long. 169.41° W.
- 14th Light winds. Lat. 32.27° S., long. 168.57° W. A bit of a  
shindy took place just as the middle watch  
were called last night. There were four combat-  
ants, in the affair, and every appearance of  
more being engaged, when the 2d mate came  
to the scuttle and rung out for the watch  
to get on deck. The affair commenced over a  
pack of cards.
- 17th For the last three days there has been no  
wind of any account. Lat. 32.10° S., long. 168.08° W.
- 18th Light wind. C by N. Lat. 32.06° S., long. 166.32° W.
- 19th Strong breeze. Took in topsgallant sails fly jib and  
gaff topsail. By noon we were under reefed top-  
sails. At 5 P.M. while putting a second reef in  
the topsails our main topsail split, when we  
furled both topsails and lay to under a fore-  
sail and fore topsail staysail. We were in  
for a regular screamer.
- 20th Blowing harder with plenty of rain. Laying  
to under bare poles. Moderated towards even-

ing. Set staysail, foresail and sprunker. Rainy a torrent.

21st Light wind. St. cavy saw m, and rain and sunshine alternately. Got down our main topsail and mended it. Set it at 4 P.M., double reefed; and we got it up just in time, for the gale seemed to lull only to break forth again with redoubled fury.

22d Gale abated. Shook out our reefs, and set the courses, jib and sprunker. Got down the foresail and mended it. Course N.E. by E.

23d Wind strong and fair. Course N.N.E. We gave her all the rays she could stagger under. Took the sun at 10 et. also at 2 P.M., and found that she had run 56 miles in 4 hours and 45 minutes. We struck the S.E. trades towards night, which brought us on a taught bowline under reefed topsails.

24th Fine weather. N.E. by N. Lat. 28.43°. Run 280 miles the last 24 hours, nearly half of the time on a taught bowline.

25th Fresh breeze, heavy sea. Lat. 26.43°, long. 160.30° W. Split the foresail in the middle watch, just as we were going below, and left the other watch to mend or furl it at their option. The mate wisely chose the latter.

26th Strong breeze. N.E. Mended the foresail on the yard.

- Lat. 24.51 S., long. 159 W.
- 27th Strong breeze. N.E by E. Lat. 22.41 S., long. 157.32 W.
- 28th Light wind, fine weather. N.E.C. All sail out. Lat 19.  
45 S., long. 156.53 W. Kept off N. by E. Tacked fly jib, fore  
top-gallant sail and gaff topsail. Land ahead
- 29th Light wind, fine weather. Lat. ~~17.49~~ S., long. 156  
All sail set. Lat. 14.46 S., long. 156.27 W.
- 30th Light wind with rain. Wind hauled and brought  
us close to it. N.E by N. Lat 14.49 S., long. 156.12 W.
- 31st Light wind. Tended fore topmast staysail.  
Working in the rigging.
- April 1st Calm. Working in the rigging. Sail in sight.
- " 2d Light wind. Sunday. Set boat's crew watches.  
Lat. 11 S.
- 3d Light wind. E by W. Tarring and rattling down.  
Lat. 9.13 S., long. 155.38 W.
- 4th Light wind - N by W. At work on the rigging. Lat.  
7.02 S., long. 156.18 W.
- 5th Light winds. Working on the rigging. Lat. 6.16 S.,  
long. 157.31 W.
- 6th Light winds. Working on the rigging. Lat. 4.43 S.,  
long. 158.04 W.
- 7th Light winds. Course N. At work on the rigging. Lat.  
4.12 S. To-day we struck the current that sets to the  
westward, from four to 5 degrees north and south

of the line. In the vicinity of the line, where we cruise for whales, it sometimes runs at the rate of 5 or 6 knots, and it requires a very good ship to hold on there. Steering N. and N.N.W. ~~Lat 14° S.,  
long. 158° 25.~~

- 8th ~~Sunday~~. Lat. ~~14°~~ S., long. ~~158° 25'~~ W. Strong wind.
- 9th Lat. 8 m. S., long. 159.17 W. Steering N.W. We struck the line to-day about two degrees to the windward of Jarvis's island, and hauled on the wind for a cruise, with a reefed topsail breeze blowing. Tacked at sunset heading S.E. by S.
- 10th Light wind. At work in the hold and on the rigging. Since we left New Zealand the captain has been chafing and worrying like a pent up tiger. Every thing goes wrong, nothing right. He neither eats nor sleeps, and I think if we were to see whales and not get one, he would actually go crazy. He is fast losing favor with the crew on account of his curtailing their grub, and curses loud and deep are heaped upon him.
- 11th Calm. After breakfast we commenced to caulk the quarter deck to prevent the water from leaking into the land of knives and forks. We were 40 miles to windward of the island at 2 P.M. Steered W by N after dinner. Hauled on the wind at 10 P.M.
- 12th Fine weather. Finished caulking the quarter

deck. The old man is galled a little, as we have been cruising in all directions for Jarvis' island. It is probably owing to his chronometer being out of order. No signs of any whales to be seen, and the old man swears that there is a Jonah in the ship. The crew keep up good spirits, and allow that "every dog will have his day." At 2 o'clock the old man took the sun's altitude, and worked the longitude from it.

He came on deck shortly after, and exclaimed, "Damn the island. We're to leeward of it. It's off in that squall." pointing off our weather quarter. In two hours a man at the mast-head, forward sang out, "There she breaches!" "What is it?" cried the old man. "Jarvis' Island," replied the 2d mate, who was at the main topgallant mast-head. And so it was. The old man's chronometer was nearly two minutes out of the way, and we had been cruising nearly a degree out of sight of the island. — We saw a school of black fish after we raised the island, — the only thing that looks like whales we have seen for some time. We shortened sail at sunset, steering to the northward. Lat. 28° m. S., long. 160° W.

13th Fine weather, stiff breeze. We were scraping and scrubbing the pitch and tar off the quarter deck the greater part of the day, while the carpenter, and the old man, who has always got his fingers in somebody's mess, were at work planing off a spare topsail yard, and our long topgallant masts, previous to giving them a coat of paint and varnish. Tacked at sunset and stood to the Southward.

14th Fine weather, good breeze. We are taking advantage of the fine weather to look ship shape. As we cannot get any whales the old man is keeping us busy tarring, scraping and painting. We have tarred down all the standing rigging, from the royal mast to the deck. Today we scraped the stanchions on the quarter deck and gave them a coat of varnish.

15th We sighted Jarvis Island about 5 P.M., and at sunset squared the yards and steered West. Fine weather. Course W.E.W. We gave our spar spars a coat of varnish, and painted the luff-rail, planksheer, &c., on the quarter deck. After dinner we commenced to caulk the forecastle.

16th Fine weather and light winds. Steering W.S.W. The old man is about to cruise down the line through the Pines.

Mill Group, steering W.S.W. and W.N.W., and, if he does not see any whales, then we in for a cruise in the Japan seas. [Lat. 48 m. S., long. 161.24° W.—15th.]

15th Fine weather-light winds. Course ~~W.S.W.~~ Lat. 1.15 S., long. 162.51° W.

17th Fine weather-light wind. At work scraping, painting, and caulkings. Finished caulking the forecastle, and scraped and varnished the jib and flying jib booms. Course W by S. Lat. 1.38 S., long. 164.24° W.

18th Fine weather-light wind. At work scraping, scrubbing, varnishing and painting. We scrubbed the rail and bulwarks on the main deck, and scraped the stanchions, and gave them a coat of varnish. Also commenced to paint the rail and bulwarks inside. Course W. by S. Lat. 146 S., long. 166.33° W.

19th Fine weather-light wind. Course W. by S. Painting the bulwarks, rail, plankshear, &c, on the main deck. At 9 A.M. raised a whale two points on the larboard bow. We approached him till we saw the fin on his back, when we kept off on our course, W.S.W. Lat. 2.08 S., long. 168.34° W.

20th Squally weather. Light wind. Commenced to paint our lower masts, but were obliged to quit on account of the rain. At two P.M. Underberry island, one of the Phoenix Group, was raised from the mast-head. At 4 o'clock it was in sight from the deck. It is a long, low, sandy island, with a few bushes on it, and is uninhabited. It lies in the latitude of 3.08°, and in west longitude 171.13. At sunset we furled the topgallant sails reefed topsails, and hauled on the wind, heading S. by E. -

21st Fine weather-light wind. Squared the yards and made sail at sunrise, steering W.S.W. This day we painted our lower masts, sail, &c., and varnished the martingale staff, and gave a second coat to the stanchions on the main deck. Also painted the old boat we repaired on the passage from New Zealand to the line. Braced round at 4 P.M., heading N.W. by N. Lat. 4.10° S., long. 171.45° W.

22d Fair weather, light wind. Course N.W. by N. We sorted over a lot of potatoes after breakfast, and had the rest of the day to do what we pleased, such as mending, washing, &c. Lat. 3.13° S., long. 173.03° W.

- 23d Sunday. Squally. Course W.N.W. 10 o'clock E.N.W.  
Lat. 2.15 S., long. 175.07 W.
- 24th Fine weather. Single reefed topsails. Done a little  
painting, and some work in the rigging. Lat.  
15m. S., long. 176.10 W. At 3 P.M. raised New Nantucket.
- 25th Light wind. Wore ship and made sail at sun-  
rise, heading S.S.W. After breakfast we sent  
down the foresail, spread it out in the waist,  
and the watch turned to, mending it.  
Squared the yards at noon and kept off S.  
W by W. Lat. 6m S., long. 177.25 W.
- 26th Light wind, with squalls. Course S.W by W. Fin-  
mending the foresail, and bent and set it at 2 P.M.  
Lat. 1 S., long. 179.33 W. Furled topgallant sails  
and reefed topsails at sunset. Frequent  
squalls, with rain, during the night.
- 27th Light wind. Unbent the jib and mended it  
this forenoon, and bent it after dinner. Set up  
the bowsstays and bowsprit guys. Course S.W.  
by W. Lat. 1.45 S., long. 178.11 E. Shortened sail at  
sunset. A sharp lookout for land.
- 28th Light wind. Course S.W by W. Made sail. All  
hands breaking out the hold, to shift water.  
About 11 A.M. we had a genuine fine shower

which lasted about half an hour. About noon Hope Island was raised from the mast-head. Just before 4 o'clock the natives came alongside in their canoes. When we were off the weather end of the island we backed our main topsail and let them come aboard. The trade here is principally nuts, and cocoanut shells.

Quite a sad accident occurred here a short time ago. The barque Bell, of Fairhaven, and the Marin of N.B., were standing in towards the land. According to custom the natives came out to meet them in their canoes. When about 8 miles from the land a heavy squall came up which upset their frail canoes, and before the ships could render them any assistance, 50 of their number were drowned. The Marin picked up about 80 more in an exhausted condition. The natives reported that an English man-of-war had touched there a few days previous. These natives are expert thieves, and will steal everything within their reach. About an hour before the canoes came alongside, I came out of the hold where I had been at work, and took off my brock and hung it on a <sup>the</sup> hanging frame.

on the forecastle, and went to the mast-heads. While I was aloft I thought of my frock, and resolved to take it below when I went down. But when I got on deck they had saved me the trouble. It was probably safely stowed away in one of the hundred canoes that were round the ship, together with a new jack knife that was in the pocket, and will probably be offered for sale in the next ship that touches here. They also stole 12 heads of tobacco out of my chest, in the forecastle, which I had just got of the captain to purchase some hats and mugs.

We find that we are not the only unlucky ship around these parts. The Maria is out three months longer than us with 250 lbs. At sunset we braced forward and kept her S.E.W.

29th Light wind. Course E. by W., and N.E.W. Rained hard this morning. Shortened sail at sunset. Lat.

20° 8' S. long. 176. 12° E. After supper the captain and mates assembled together to try and find out where the ship was. We had been running for Byron's island all day, and had not seen it. The mate and 2d mate allowed that it was

in one place and the captain in another. Orders were given to keep a bright lookout ahead, and about midnight several lights were seen flashing on the water about three points off our weather bow. We knew that we were close to land, and that the lights were from the canoes of the natives, who were fishing off the island. The wheel was put hard down, and as she came to the wind on the other tack we laid our main topsail aback, and hove to till the mate came on deck in the morning watch, when they braced forward and kept off S.E.W. At day-light the land was just visible off deck, away on our weather beam. They concluded it was Byrons island but instead of bracing up and running for it, all sail was made and we kept on our way.

30th Sunday. Light wind and beautiful weather. Steering E.N.W. Just before noon we saw a large water spout off our lee beam. Overhead was a large white cloud, which began to grow dark by degrees, until it was black as ink, when the whole mass moved off to leeward. At noon the yards were squared and we

steered West. At 2 P.M. braced up and made all sail, steering N.E. W. Lat. 1.05 S., long. 175.20 E.

May 1st Light wind, steering N.N.W. Broke out beef and pork. Caulking. Kept off N.W. at noon. Raised Simpson's island at 2 $\frac{1}{2}$  P.M., on our larboard beam. Saw two fin backs shortly after. Lat. 16m. N., long. 174.12 E. At sunset we shortened sail, and hove to off the weather end of the island, with a light in the mizzen rigging. Braced forward at 10 $\frac{1}{2}$ , and tacked at 2. Land ahead.

2d At daylight the land was about five miles off. Set main topgallant sail and ran as near as practicable, and hauled our main topsail aback. Two curves came off. We then braced forward and run down towards the le end of the island. Woolley's island is just visible from the mast-head 18 miles off our le beam. Finding that there was no chance of trading at Simpson's island, at noon we squared the yards and ran off for Woolley's island. This was the best island that we visited last season. But since we were last here there had been trouble. The cause, as near as I could find out, I learned from one of the crew of the Narragansett, which ship we struck

just before we left New Zealand. It appears that a right whale ship touched there a few months ago, and the natives tried to take possession of her. In the attempt three of the ship's company were killed. The natives, however, got worsted, and 40 of their number slain. It is probable that the natives had some cause for the attack, as it was but a short time before that our second mate, with a boat's crew, went ashore on the island, and the natives showed no signs of hostility whatever. Indeed it has been so at every island we been to in the Group. We bought some fish of them, and braced forward at sunset, heading N.W. by W.

3d Stiff breeze. N.W. by W., and N.E. Struck the N.E. trades. Set up the mizzen fore and aft stays. Lat. 1.31 N., long. 171.48 E. Set sea watches. Rainers and blowers hard in the morning watch. Split our main topsail and close reefed it. Split fore topsail and mainsail. Reefed one and clewed up the other. Bound for the Japan seas.

4th Slightly. Unbent the main topsail and sent up a new one. Mended the fore and main course on the yard. Lat. 3.23 N., long. 170.14 E. Course E.W.

- 5th Squally. Course N.W. by N. At 2 P.M. raised a small cluster of islands, 4 points off our larboard bow, called Corall's Group. The Elizabeth reported having been chased by the natives of this island or islands in several large war canoes. We saw no signs of any thing living. We ran off to leeward of the island, and tuffed up N.W. by E.  
Lat. 4.33 N., long. 168.55.
- 6th Strong wind. Fine weather. Course N.W. by N. Lat. 5.29 N., long. 167.27 E. Reefed topsails at 9 P.M. Blowed heavy during the night. Furled jib and spanker, and hauled up the mainsail. Split the fore topsail below the second reef band, and furled it.
- 7th Sunday. Heavy weather. Got down the fore topsail and went at work on it. Sent it up and set it single reefed, at 5 P.M. Lat. 7.29 N., long. 166.30 E.
- 8th Stiff breeze. Fine weather. Close hauled, heading N.W. Lat. 10.01 N., long. 165.23 E.
- 9th Rugged weather, and squally. Course N.N.W. Under reefed topsails, foresail and staysail. Nobody aloft. Lat. 12.06 N., long. 163.57 E.
- 10th Stiff breeze. Broke out beef, and sewed up a rip in the mainsail. Course N.N.W. Lat. 16.57 N., long. 163.01 E.

- 11th Fine weather. Fresh breeze. Course N.E. W. Lat. 16.57 N., long. 162 E. A partial eclipse of the moon about midnight.
- 12th Fine weather. Fresh breeze. Course N. by E. Lat. 19.32 N., long. 161.11 E.
- 13th Fresh breeze. Course N. by E. Lat. 22.01 N., long. 160.37 E.
- 14th Fresh breeze. Course N. by W. Lat. 24.42 N., long. 160.07 E.
- 15th Fresh breeze. Course N. by W. Lat. 27.05 N., long. 160.03 E.  
Rained whales about 5 P.M., on our lee bow. Ran off for them and hauled aback till sunset, but saw no more of them. Shortened sail, set boats crew watches, and hauled on the wind for a cruise in the Japan seas.
- 16th Light wind. N. by E. Unbent the mainsail and went at work on it. Lat. 29.20 N. Saw fin backs. Very heavy seas fall here nights, nearly wetting us through. Weather very cool to us who have been, for the last two months, under a boiling sun in the tropics. ~~too black fish.~~
- 17th Fine weather. Light wind. Lat. 30.53 N., long. 160.42 E. Mending the mainsail. Saw fin backs and black fish.
- 18th Fine weather - light wind. Broke out the fore and <sup>after hold, Jan</sup> shifted bulk to get the ship in trim, as some fast clippers are supposed to be in this vicinity. Finished mending the mainsail, and bent it. Lat. 32.01 N., long. 161.39 E. - 19th
- 19th Fine weather - light wind. Close hauled, heading N.E. Set up head rigging.

- 20th Fine weather - light wind. Closehauled, heading N.E.  
by N. Tacked at noon heading S.W. Lat. 32.53 N. For the  
last three days we have been on an allowance of one  
pound and a half of meat per day, and there is no  
more angry words, for the present, between the captain  
and the crew.
- 21st Light weather - closehauled, heading S. by W.  
Lat. 32.17 N., long. 161.43 E.
- 22d Fine weather - light wind. Closehauled heading  
~~S.E. or S.W.~~ Tacked at noon = N.E. Lat. 30.58 N., long. 161.29 E.
- 23d Fine weather - light wind. Closehauled heading  
E. Mended fore topsail. Lat. 30.30 N., long. 165.  
21 E.
- 24th Fine weather - light wind. Course E.N.E. attending  
old main topsail. Lat. 31.28 N., long. 164.45 E.
- 25th Light wind - fine weather. Mending main topsail.  
Made fids for the boats. S.E. by S. Squared the  
yards - N.E. Braced around N.W. Calm - very warm.
- 26th Light airs. S.W. by W. Braced around - N.C., and N.E.C.  
Broke out water. Sent down new main topsail and bent  
the old one. Calm.
- 27th Light wind - N.N.E. Squared yards, set all sail. Lat.  
32.46 N., long. 165.40 E. Seven P.M. wee ship - Closehauled,  
S. by E.
- 28th Light wind - N.E. Sunday. Beautiful weather.

- 24th Light airs and calm. Close hauled = S. by E. Broke out ham, coffee, dried apples, and peas. Headed during the day S. W. and W. S. W. Lat. 31.09 N., long. — E.
- 25th Calm. Very warm. Caulking the forecastle. At noon fine breeze - W. N. W. Lat. 31.14 N., long. 165.17 E. Sunset, on the wind = N. N. E.
- 26th Light wind = N. N. E. Wore ship = W. S. W. Broke out water, bread and corn. At 2 P. M., raised sperm whales to leeward, three miles off. At 2 $\frac{1}{2}$  lowered away in pursuit. Before we could get to them a school of killers gullied them. We came aboard at sunset, after a fruitless chase of nearly five hours. Shortened sail, heading W. by N. and N. W. by W.  
Lat. 32.19 N.
- 27th Thick, foggy weather, with rain. Stiff breeze. Wore ship = S. Saw a school of fin backs. Noon, wind hauled = W. S. W. & W. N. W. Lat. 31.34 N. Reefed topsails.
- 28th Fine weather, stiff breeze. Set spanker & mainsail. Wore ship = E. S. E. 9 A. M. reefs out of topsails. 10 A. M. set main topgallant sail and flying jib. 3 P. M. sent down main topgallant sail. Tacked at sunset. Shortened sail.
- 29th Fine weather - light wind. All sail out. Extended main topgallant sail, sent it up and set it at 11 A. M. Shortened sail at sunset.

- 4th Fine weather, light wind. 6 A.M. saw fin backs.  
Barometer falling. Sunset furled every thing but  
a single-reefed main topsail, foresail & stay sail.
- 5th Foggy with rain. Light wind. Set jib and fore topsail.  
About noon a regular built Sou'-wester struck us.  
Furled jib & fore topsail. Rained, or drizzled all day.  
Close-reefed the main topsail during the middle  
watch. Furled the foresail.
- 6th Foggy, with rain. Wind moderated some. Heavy  
sea running. 4 P.M. set the foresail.
- 7th Moderate weather. Stiff breeze. Heavy sea. Close-hauled,  
S.E. Set single-reefed fore topsail and jib. 11 A.M., set  
mainsail. Noon braced round, steering Noreth Reefs out  
of main topsail - set the main topgallant sail. Fine  
weather. Sunset = Furled main topgallant sail, jib and  
mainsail, and reefed topsails. Heavy fog through the  
night.
- 8th Weather hazy. Stiff breeze. Set jib, mainsail and  
spanker. Tacked, heading S.E. 7 o'clock, reef out of main  
topsail. 10 o'clock reef out of fore topsail. Tacked at  
noon, heading West. Set main topgallant sail.  
Sunset handed topgallant sail and jib, and  
reefed topsails. Tacked = S.S.E.
- 9th Thick weather, stiff breeze. Made all sail. Tacked at  
10 o'clock = W.N.W. Tacked 4 P.M. = S.W.

10th Foggy. Light wind. 9 o'clock raised a sail a point on our lee bow, standing towards us on the other tack. We soon made her out to be the Hope. Spoke her about noon. Capt. Gifford came on board of us. They had been into Tutuilla and Upolu, and had taken one small whale since we left them on New Zealand. They conveyed the missionary and his family to the island of Manua.

11th Fine weather. Light wind. In the afternoon saw a strange sail to windward gamming with the Hope. We set a light at dusk, and about 8 o'clock we spoke her. It was the ship Milton, of New Bedford, Capt. Jones, 31 mos. out, with 1300 sperm, lost from a cruise off the Bonin islands. I was told by one of the crew that the captain had flogged every man in the forecastle, besides shooting the cook for throwing the captain's dog overboard. They reported the U. S. frigate Macedonian ~~at~~ ~~the~~ at the islands, six days from Jeodo.

12th Blowing heavy, with rain. At 10 A.M. lay to under a close-reefed main topsail and fore topmast staysail.

13th Weather cleared up some. Laying to.

14th Gale somewhat abated. Set the foresail. Fueled it shortly after.

- 15th Light wind. Heavy sea. Daylight saw the Slope a half mile distant off our lee beam, under short sail. We tried to tack under two reefed topsails, foresail and staysail, but did not succeed, when we were round on the other tack. 10 A.M. we tacked under the same sail.
- 16th Light wind. Fine weather.
- 17th do. do. Hazy weather. Barometer falling. At sunset furled every thing but a close-reefed main topsail and foresail. Blowed strong and rained during the night.
- 18th Blowing heavy. Made no more sail. Furled the foresail.
- 19th Light wind-fine weather. Very heavy swell on. Just after sunrise this morning, while all hands were making sail, sperm whales were raised from the mast-head, a point off our weather bow, about  $2\frac{1}{2}$  miles off. Shortly after we saw more off our lee beam. About 6 o'clock we lowered away. We chased them about three hours and lost sight of them. Got back to the ship about 10 o'clock, tired and discouraged. The Slope saw whales eleven times in this vicinity last season, and took but 40 lbs. About 2 P.M. the 3d mate raised an 80 barrel right ahead about a mile and a half off, going to leeward. We lowered

away shortly after, and when he next made his appearance the starboard boat struck him. Shortly after both the other boats struck him. By the time we got him alongside it was blowing a gale, and raining hard. We got a fluke chain and a spare hawser fast to him and then put the ship under a close-reefed main topsail, and set the watches for the night. Lat.

30.31 N., long. 162 E.

20th Clear. Blowing a gale, with a very heavy sea on. All of us turned to at daylight and got up the cutting falls and commenced to cut in the body, which occupied till afternoon. We made the head fast by a fluke chain to one of the after bits; but the captain, thinking it would carry away the bit, ordered it to be taken forward. Accordingly we bent on a hawser and a smaller line to the end of the chain and all hands tugged on to bouse it to the fore bits. Our work was nearly accomplished when both lines parted and the head sank taking the fluke chain with it. The captain stood aft and saw it sink. His face was as long as his arm. The head would probably have made 30 lbs of oil. Rained hard through the night.

21st Light wind, heavy sea. Trying out, and cutting blubber. After breakfast, a rope of the foremast

hands was putting on his jacket to go to the must-head, the mate said to him, "Rose, if you raise a whale, and we get him, I'll give you a dollar." He went aloft, and as he stepped on the topgallant cross-trees, he sang out, "There she blows," "Where away," cried the captain. "One mile off our lee quarter" was the answer. We knocked off trying out, put the lines in the bouts, and lowered away. The larboard boat went alongside of a 50 barrel whale, and struck and killed him. We got him alongside and started the works agin. Fog and rain through the day and night.

22d Light wind, heavy sea. Trying out. Cut in the whale we took yesterday. We saw whales twice during the day, but as we had all we could take care of we did not trouble them. Foggy during the day.

23d Light wind. Made sail. Trying out. The captain offered a bounty of a shirt and pants to the man who raised a whale. About 3 P.M. a boatswain raised a school off our larboard bow. The larboard and waist boats lowered, while the starboard boat's crew stayed on board to keep the works going. The waist boat struck a 70 barrel whale, when our boat lowered and pulled

for them, but finding the whale spouting blood, we, together with the larboard boat, started in pursuit of the school, and were but a short distance from them when we saw the signal of recall hoisted at the ship's mizzen peak, and we returned. We got him alongside and put a fluke chain around him.

24th Light wind-pleasant weather. Tryng out. Cut in the whale. Saw whales just before sunset but did not trouble them. Fresh breeze during the night.

25th Fresh breeze-barometer falling. Made preparations for a gale. Our decks were loaded with casks and blubber. We put what oil we could between decks, and lashed the rest securely on deck.

At 3 $\frac{1}{2}$  P.M. it began to rain and blow very hard. We furled the foresail and cooled down the works, And a dirtier ship or a dirtier crew I never beheld, than we were after working two hours in the rain. It was impossible to touch any thing from the taffrail to the knight-head that was not covered with slush and dirt, and the crew, as they stood in the waist, looking at each other, in their oily clothes, and drenched to the skin, looked as if they had lost their last friend. It rained blowed so hard through

the night we were not able to do any thing.  
26th Strong breeze-heavy sea. Started the works, cleared  
the decks so we ~~would~~ move round, and broke  
out bread, water, sails and empty casks from  
the fore hold. Set the foreail. Capt. confined to  
his cabin sick.

27th Light wind. Trying out. Hoisted out the oil that  
we put below and found that it had leaked  
badly. We finished trying out about midnight.  
The captain did not make his appearance during  
the day.

28th Light wind. At 8 A.M. raised whales off our lee  
quarter. All the boats went down after them.  
but they had seen the ship and were  
gallied. We could get no where near them  
and we came aboard, and commenced  
breaking out the hold to stow down oil.  
About 5 P.M. we raised whales off our lee quar-  
ter, 1 mile off. The larboard and waist boats  
went after them, while our boat stopped on  
board to see to the oil we were running in-  
to the hold. A short time after a whale  
broke water not a pistol-shot from the  
ship. We were afraid to lower, for fear of  
gallying him. When he was about half

a mile off we lowered our boat, jumped in, and tried to spring alongside of him with our oars. But it was of no avail. He knew we were after him, and he went down when we were about a ship's length off. The other boats met with no better success, and we all came aboard at sunset. The old man showed himself today.

29th Fresh breeze. Stowing down. At 10 A.M. we spoke the ship Rambler, of Nantucket, 32 mos. out, with 550 sperm. She ran about five miles to leeward of us and hauled on the wind. In a short time we saw her running before the wind, shaking the reefs out of her topsails with three or four extra men at the mast heads. We knew they were after whales, and accordingly we squared our yards and followed her. We saw her boats down shortly after, and the whales close to them. One boat went alongside of a whale, and the boatsteerer either missed him or he saw the boat, as he kicked and went down. We saw no more of them. The R. then took her boats up and set her main topgallant sail, with her colors set and seven men at her mast-heads, and kept off before the wind, a signal that the whales were in sight to leeward. But our captain declined the invitation to follow. We

- 30th stowed down 125 barrels yesterday and to-day.  
Light wind. Foggy. Rambler in sight to leeward.  
Finished stowing down our last fare. What we  
saved of the three whales stowed us down 144 lbs.,  
making 550 lbs. in all.
- 31st Light wind - very foggy. Cleaning ship, setting  
up shooks, breaking out beef, flour, pickles, &c.,  
caught some fish, and the old man opened the slop-  
chest, which was pretty well patronised by the  
crew, the last fare of oil having been a healer on  
clothes. Lat. 31. 34 N.
- 2d Light wind - fine weather. Raised whales about  
10 o'clock off our lee beam. We lowered and went  
after them, but a thick fog came up and we saw  
them no more. Came aboard and braced  
forward. Lat. 31. 24 N., long. 161. 15 E.
- 3d Light wind. Foggy. Coopering casks, and getting  
whaling gear in order.
- 4th Our national anniversary was celebrated in the  
following manner:- The weather was rather fog-  
gy, with a light breeze, when all hands were  
called, but cleared up after breakfast into as fine  
a day as I ever witnessed. About 10 o'clock the 3d  
mate raised whales ahead 6 miles off. After stan-  
ding along and bringing the whales to leeward,

we lowered away and the waist boat went up  
and struck a 50 lb. whale. Another whale brought  
to alongside of him, and the starboard boat went  
on, but owing to the bloody water around both  
whales, we struck the fast whale instead of the  
loose one. The mate, however, came up and struck  
the other one and we saved both. We got them  
alongside and cut one of them in before sunset,  
at the conclusion of which all hands, who were at  
the windlass, gave three rousing cheers for the  
4th of July. The old man with his accustomed  
generosity gave us a flour griddle-cake apiece for  
supper.

- 5th Trying out and cutting in. Fine weather, fresh breeze. Fired  
every thing but close-reefed main topsail and staysail.
- 6th Light wind. Trying out. At 4 P.M. the ship Norman, of  
Nantucket, Chace, spoke us. They were 33 mos. out with 800  
sperm. They had spoken the Hope, which ship had  
taken two 70 lb. whales.
- 7th Fine weather, light wind. Trying out, coopering, putting  
whaling gear in order, &c.
- 8th Strong wind, fine weather. Finished trying out. Cleaned  
the ship a little.
- 9th Light wind-cloudy. Set jib and fore topsail. Coopered  
the oil. Cleaned up some.

- 10th Light wind, fine weather. All hands turned at the break of day to stow down the oil. A merchant brig passed us this forenoon, with topgallant studding sails out, bound to the westward, probably from California, bound to China. We stowed down 89 lbs. of oil to day.
- 11th Fine weather-fresh breeze. Stowed down the remainder of the oil to-day. The two whales, taken on the 4th, stowed 100 lbs. of oil. This afternoon, while stowing off the after hatch, the 1st and 2d mates had a regular-built jaw in the presence of the old man. Hard hints concerning duty were given on both sides.
- 12th Strong breeze. 7 A. M. raised whales 4 pts off our weather bow. We got breakfast and lowered away for them. We pulled and paddled in every direction, but could not get near them. We were about to heave up and come aboard, when we saw the signal from the ship - "Pull to windward." We took our oars and pulled up to windward, where we got afoul of another school. The mate went on first, to a large whale; but the boatsteerer darted both of his irons at the whale's head, and they bounded off like a piece of cork. He hauled in his line, bent on two new irons, and they went up

to a 50 barrel whale, and put both irons in him to the socket. The 2d mate fastened to the same whale, while the 3d mate, instead of staying in the vicinity to afford aid to the other boats, in case either of them got stove, followed the school to leeward, till we could just see the ship's topsails, and then hove up. The other boats got the whale alongside the ship about 3 P.M., while we were obliged to pull 10 miles, head to windward against a heavy head-beat sea. We got abeam about sundown, nearly used up, having been in the boat over 10 hours.

13th Strong breeze, heavy sea. Cut in the whale and started the works.

14th Light wind, fine weather. Trying out.

15th Strong breeze, heavy sea. Finished trying out. Sail off our lee beam.

16th Strong breeze, heavy sea. Saw the Slope off our weather quarter, under three close-reefed topsails.

17th Light breeze. Fine weather. Saw the Slope to leeward. Stowed down the oil - 50 lbs., making 695 lbs. all told. After 4 o'clock the teeth of the whales taken this cruise, were spread out on deck, and, after the officers had picked out one pair each, were equally divided among the crew. They were small,

and hardly worth taking. By the aid of a set of dice they all fell into the hands of a lucky few. We did not see any of the teeth belonging to the large whales taken before we came here, and probably never shall.

- 18th Light wind. Broke out soap and tobacco for the use of the crew. Lat. 31.50 N. Coppering, &c.
- 19th Light wind - fine weather. Cleaned the rail, bulwarks, &c., and scrubbed the decks, fore and aft, with lye and sand - an all-day job.
- 20th Light wind - fine weather. Setting up shooks. Bent the mizzen topmast staysail, but finding it too large, sent it down to be altered.
- 21st Fresh breeze. Altering mizzen topmast staysail.
- 22d Light wind - fine weather. Sent up the mizzen topmast staysail.
- 23d Fine weather - fresh breeze. No signs of any whales.
- 24th Fine weather - fresh breeze. We split our fore topsail in a squall this morning, and sent it down to mend it. Sent it up at 4 P. M. Long. 165.12 E.
- 25th Light wind - fine weather. All sail set bound to the westward.
- 26th Squally. Cleared up at noon. Saw fin-backs.
- 27th Fair weather. Light wind.

- 28th Fine weather - light wind. All sail set. Shifting bulk  
in the hold. Lat. 32 N., long. 162.40 W.
- 29th Fine weather - light wind. Saw fin-backs. Long. 161 E.
- 30th Fine weather - light wind.
- 31st Foggy, with rain - light wind. Cleared up after break-  
fast. Long. 161.40.
- Aug. 1st Light wind - fine weather. Calm.
- 2d Very light wind - fine weather.
- 3d Light wind - fine weather. The mate struck a fine bill-  
fish this morning. He was about seven feet long, includ-  
ing his bill, which was over a foot. They are very good eat-  
ing. Lat. 33.17 N., long. 164.30 W.
- 4th Light wind - fine weather. Saw fin-backs. Sail  
ahead at sunset.
- 5th Light wind - fine weather. Sail off our weather  
beam. Made her out to be the Hope. Made all  
sail to overhaul her. About 11 o'clock they low-  
ered a boat and Capt. Gifford came aboard.  
They had taken 200 lbs. this season. They had  
seen the ships Fireh Perry, James Arnold, and  
Miantonomi; the latter had again lost all her  
boats in a gale of wind off the Bonin islands.  
Rain during the night.
- 6th Light wind - fine weather. Hope off our lee quar-  
ter. Capt. Martin went aboard the Hope about 4

P.M. and stayed about 4 hours. We got a small  
fluke chain from them.

7th Light wind-fine weather. Slope astern. Se-  
veral fin-backs came close to the ship about 11 o'clock.  
The "old man" concluded to try his whaling gun and  
fired two of Allen's patent bomb lances at them.  
The first one struck the whale on the top of his head,  
cutting a deep gash, and exploding a ship's length  
beyond him. The second lance was better aimed,  
striking the whale deep amidships, exploding  
with a dull heavy report. He rolled upon his  
side and went down. We hauled our main  
yard aback, but we saw him no more.

8th Light wind-fine weather. Saw fin-backs. At 4 P.  
M. three sails were in sight to leeward, which  
afterwards proved to be the ships Fireh Perry, Slope,  
and Jas. Etanold. The <sup>former</sup> was a New Bedford clipper,  
25 mos. out with 1100 sperm, and is calculated by  
her builder and owners to be the fastest whaler extant.  
We ran down and spoke her just before sunset,  
and lowered a boat and put our captain aboard.  
Both ships then ran off before the wind for the  
Jas. Etanold. There was no difference in the sail-  
ing of the two ships, with squared yards, and we  
longer to haul on the wind and test her prowess.

but she luffed to, shortly after with her main topsail to the mast. Our second mate then went aboard of the Jas. Arnould. Every body returned to their respective ships about twelve o'clock. Light wind - fine weather. At daybreak the Hope and Jas. Arnould were to leeward, and the Perry broad on our weather beam. We were ready for a race with the latter, but as the sun rose she wore and stood off on the other tack, evidently afraid to risk her reputation with so dangerous an adversary. Saw fin-backs. 4 P.M. calm.

10th Light wind - fine weather. Hope off our lee quarter. Hammed with the Hope and Rambler at night.

11th Fine weather - stiff breeze. Hope and Rambler to leeward.

12th Stiff breeze - fine weather. Rain during the night.

13th Blowing heavy, with plenty of rain. Laying to.

14th Strong wind, fine weather. Caught three lbs. of fish, and salted them down.

15th Strong breeze, fine weather. 4 P.M. spoke the Hope. Capt. Gifford came aboard. They had seen nothing.

16th Light wind - fine weather. 7 A.M. spoke the Baron Lafayette, Allen, of N.Y., 20 mos. out 800 sperm. Sent letters to Oahu by him.

- 17th Fine weather - fresh breeze. Saw fin backs. The Lafayette hull down off our lee quarter. At 3 P.M. the Jas. Arnold hove in sight ahead.
- 18th Fresh breeze, fine weather.
- 19th Light wind - fine weather. Long. 167 E.
- 20th Fresh breeze - fine weather. Rainy and squally during the night. Long. 165 E.
- 21st 8 A.M. fine weather - calm. 10 A.M. light wind.
- 22d Squally. Rained hard during the night.
- 23d Light wind - fine weather. Cruising Eastward.
- 24th Light wind - fine weather. Unbent the spanker and mended it. At 4 P.M. sperm whales were raised on the weather bow. All the boats lowered and chased them till after sunset, when the 2d mate struck a large whale. The mate being on his way to the ship, the 3d mate immediately started to his assistance; but the whale commenced to run like a racer, in an opposite direction from the ship; and to make matters worse we saw the ship was on the other tack while soon after we lost sight of her. After a hard pull we succeeded in getting near enough to the whist boat to throw them our warp. It was now quite dark and as our boat could not get fast

we concluded to keep in tow of the other boat  
in case of accident. The whale still continued  
running. In the other boat all was confusion.  
Their boatsteerer had been carried overboard  
by the line and with difficulty rescued,  
and they had lost three of their oars. We  
passed them an oar to steer their boat,  
also the whaling gun, being in hopes that  
a bomb lance, well aimed, might bring  
the whale to. The gun was fired at him,  
but whether it hit him or not, he did not  
mind it as he kept straight on. The sharp-  
est eyes had long lost sight of the ship, and  
looking like an ugly night, the 2d mate,  
after bending a dray to the line, cut and  
let him go. After a half hour's hard pull-  
ing the third mate espied a light which  
we knew must be the ship's. We lighted our  
lantern that the ship might see us, set our  
sail and got aboard about 42 past twelve,  
shortened sail and stood N.E. Light wind  
during the night.

25th Light wind - beautiful weather. Hauled sail at  
sunrise, and just before breakfast a sperm  
whale was raised on our weather beam.

We lowered after breakfast, the whale being  
a little to leeward. After sailing about a  
mile the boats hove to, and shortly after the  
whale came up between the boats, they be-  
ing in the shape of a triangle. The mate  
being in behind him, went up and  
struck him. He sounded deep, taking  
both of the mates lines and part of a  
third from the 2d mate. In the mean-  
time our boat pulled hard in the di-  
rection of the whale and when he came  
up we fastened to him, hauled the the  
boat up, wood and black skin, till the 3d  
mate killed him. She was the kindest  
whale we have taken this voyage, and died  
like a martyr. We got him alongside and  
commenced to cut him in. We got his jaw  
and a few small blanket pieces on deck  
by sundown. This whales jaw was the  
largest I ever saw or heard of, measuring  
17 feet 8 inches in length. Just before sun-  
set we spoke the skilton. Capt. Jones came  
aboard. They had taken 20 this season.  
and had not seen sperm whales since  
the 10th of July. She had spoken the Gas.

Arnold this morning. They had taken nothing this season. Lat. 31.30.

- 26th Light wind-fine weather. Finished cutting in the whale. Sent down the tackles and started the works. Saw fin backs. Lat. 32.09.
- 27th Calm. Very warm weather. Cutting blubber and trying out. Saw fin backs.
- 28th Light wind-Weather warm. Trying out. Saw a strange sail on our lee bow. Wore ship. Raised a sail to windward. Set our colors and Capt. Porter, of the Rambler, lowered a boat and came on board. She had not taken any oil since we last saw her. We learned the ship to leeward was the Martha, of Fairhaven. Lat. 31.52.
- 29th Light wind-fine weather. Finished trying out. Cleared up the decks and washed them. Hauled sail. The whale turned up 87 lbs.
- 30th Calm. Very warm. A sail on the weather quarter. Breaking out the fore hold and stowing oil. Saw grampus.
- 31st Light wind-fine weather. Stowing down oil. Sail astern. Finished stowing the oil. We stowed down 80 lbs., making 776 lbs. in the ship.
- Sept. 1st. Stiff breeze-fine weather. Coopering and repairing casks. Sail on our lee beam. Course = E by E.

- Spoke the Hope at sunset. They had taken  
60 lbs. Let them have a barrel of salt.
- 2d Stiff breeze-fine weather. Run down to  
the Hope and let them have a cask of  
bread, some shoes and segars. Braced  
forward, bound Eastward. We commenced  
to wet the hold, once a week, to-day, to prevent the  
oil from leaking. 7 P.M. set sea watches,  
bound for a port. Close hauled = S.E. Lat. 31.20 N.  
long. 170.02 E. Took the trades
- 3d Light wind-fine weather. Close hauled = S.E.  
Tacked - N.N.E. Lat. 29.50 N., long. 171.01 E.
- 4th Light wind-fine weather. Tacked - S.S.E. Tacked -  
N.E. by E. Lost the trades. Lat. 28.53 N., long. 171.29
- 5th Light wind-fine weather. Close hauled. N.E. 1/2 E. Clean-  
ed the rail and bulwarks with lye. Lat. 29.04. long. 172.44
- 6th Light wind-fine weather. Course S.E. by E. Unbent  
the foresail to mend it. Calm during the night.  
Lat. 28.43 long. 173.50.
- 7th Calm. Mending flying jib. Lat. 28.38 N.
- 8th Calm. Very warm. Unbent gaff topsail. Scrub-  
bing the outside of the ship on the starboard side,  
and scraping and painting the chains. About 9  
at night a light wind from the northward  
spray up. Course, S.E. by E. Lat. 28.28 long. 173.37.

- 9th Light breeze - very warm. Scrubbing ship, scraping and painting the iron work on larboard side. At 11 A.M. took the trades. Course S.E. 4 P.M. wet the hole. At sunset we had a ten-knot breeze, with topsails out. Lat. 26.01 N. Long. 174.30 E.
- 10th Stiff breeze - fine weather. Lat. 25.49 N., long. 176.17 E.
- 11th Light wind - fine weather. Course S.E. Lost the trades. Tacked in the middle watch. Mended and bent the gaff topsail. Lat. 23.46 N., long. 177.16 E.
- 12th Light airs and calms. Scraping and painting mizzen chains. Painting after cabin, etc. At 1 P.M., took the trades light, heading S.E. Lat. 21.20 N., long.
- 13th Wind light, weather fine. Close-hauled, heading S. by E. Painting windlass. 8 A.M., course S.S.E. Sunset stiff breeze. Lat. ~~20.20~~ Long. Lat. 21.20 N., long. 177.31 E.
- 14th Strong breeze. Fine weather. Furled fly jib, fore topsail and gaff topsail. Course S.S.E. 3 P.M., set fly jib. Set gaff topsail 11 P.M. Lat. 20.21 N., long. Lat. 18.47 N., long. 177.43 E.
- 15th Stiff breeze. Fine weather. S. by E. 7 A.M. 10 A.M. set fore topsail. Lat. 15.<sup>5</sup>.2 N., long. 178.24 E.
- 16th Cloudy. Lost the trades. Wind hauled to the southward. Rainy and squally. Set up the weather topsail backstays and jib guys. Wet hold. Rain during the night.

- Lat. 13.23 N. Long.  
17th Fine weather. Took the trades, heading S.  
Lat. 12.44 N. Long. 178.23 E.
- 18th Light wind-fine weather. Close hauled - S. S.E.  
During the night S.E. by S. Lat. 10.28 N. Long.  
178.11 E.
- 19th Cloudy. Frequent squalls with rain. Wind  
every where.
- 20th Cloudy. Light baffling winds. S.E. by S. Lat.  
8.16 N. Long. 178.36 E.
- 21st Light wind-fine weather. S.S.E. Lat. 7.19 N.  
long. 179.28 E. Squalls during the night.
- 22d Squally, with heavy showers of rain from all  
points of the compass. The old man was  
struck with a fit of generosity yesterday, and  
sent a keg of butter forward to the crew.
- 23d Light winds. Heading everywhere. Cloudy.  
No signs of any trades. They cannot be relied  
on in the tropics at this season of the year.  
A couple of land birds boarded us this morning,  
although, to my knowledge, there is no land within  
250 miles of us. They were made pets of at once by all  
hands, fore and aft, and after giving them some water  
and bugs, cockroaches, &c., became quite tame. Wet hold  
at 4 o'clock. Lat. 5.24 N. long. 179.38 E.

- 24th Light wind - fine weather. We have got a steady breeze, which if it holds, will bring us up to the King's Mill. Group in a few days. Our tiny little birds are quite domesticated and seem in no hurry to depart. Lat. 34° N., long. 178.14 E.
- 25th Light wind - fine weather. Got up the cutting falls and restrapped the blocks &c. Calm during the night. Lat. 2.14 N., long. 176.47 E.
- 26th Calm. Very hot. Mended main topgallant sail. About 11 $\frac{1}{2}$  P.M. the 2d mate took a boat's crew and started off after a school of black fish that lay about a half-mile from the ship. But you might as well have tried to catch a weazel asleep as to get near them. We returned to the ship after an hour's absence. A light breeze sprang up at 4 P.M. which continued through the night. Heading S.E. by S. Lat. 1.25 N., long. 176.16 E.
- 27th Light breeze - fine weather. Heading S.E. by S. Lat. 44 m N., long. 176.16 E.
- 28th Light breeze - fine weather. Set up mizen topmast and topgallant weather backstays. One of our little birds left us this morning. He probably got a snuff of the land, which is not far off. Lat. 35 m S., long. 176.22 E. Sunset, set boat's crew watches and shortened sail for a cruise. Tacked twice during the night, working to the Eastward.

29th As the day broke we saw Perotis island off our lee bow plain in sight and as soon as the boats crew manned the mast heads a school sperm whales were raised between us and the land, not a mile off. We lowered away the boats and were after them before sunrise. The natives, seeing the ship, had already shoved of their canoes and were putting out to the ship. They had galled the whales with their canoes so that we could not get near them. After chasing them three hours, the old man finding it difficult to keep the natives from boarding the ship set the signal to come aboard. When we got aboard the natives crowded over the side by dozens to dispose their hats, mats, fowl, shells, &c. This continued till about 7<sup>o</sup> past 10 when we lowered again for the whales, after driving all the natives from the ship. We pulled up to windward, the starboard boat taking the lead and keeping it till the whales came up directly ahead of us not a ship's length off. It being our chance, we motioned the other boats to lie still. There they lay rolling and swaying in the water almost to lazy to breathe. We paddled till we got behind them, 4 in number, then went on and struck

a 40 barrel chap. He sounded deep, and would have taken our line had not the 2d mate come up and bent on. When he came up the 2d mate wished the 3d mate to take his line; but thinking he could get along without it he cast it off. We began to haul in our line, but before it was half in he sounded again. We waved our hats to the mate who was nearest, to come up and bend on his line. Seeing our predicament they sprang to their oars but it was too late. As their boatswain hove no his line ours went over the bow of the boat, catching in the chocks in its passage and nearly swamping us. The other two boats started after him while we sat and cursed our luck. There was a whale worth 1500 dollars gone and we expected a blessing from the old man when we got aboard. Still we had hopes that the other boats might come up with the school and succeed in fastening.

We pulled leisurely to the ship, which was laying about a mile to leeward of us with her main yard aback, and hoisted up our boat. The old man was at the fore topgallant mast head, and sang out for the 3d mate to brace forward the main yard. Shortly after he gave orders to break out the sail-room and get out a new line.

I went to the main topgallant mast-head and, with the glass, watched the progress of the pursuers and pursued. The boats were like specks on the ocean, while just ahead of them I was scarcely able to see the white bushy sprouts of the whales. They were full seven miles off. Our men sprung to their oars for nearly two hours, but finding they could not gain on them they hove up, set their sails and came aboard. The natives then came aboard and remained till sunset.

We found at this island a boat's crew who had deserted from the ship Com. Morris, of New Bedford. Rather than endure the tyranny of a tyrant upstart any longer, in the dead of night they lowered a boat and put off, 200 miles from land, trusting to their little knowledge of navigation and the assistance of Providence to guide them to a place of refuge. After being three days at sea, and being chased the whole of one day by their ship, they made this island, where they were hospitably received by the natives. One of them shipped before the mast with us. The others chose to remain and run the risk of being taken of by merchantmen than go again in a whaler. Though there is probably not one merchant ship passes here in six months.

and they are not fond of taking off beach-combers unless they are short-manned. At sunset we braced forward heading S.E.

30th

Fresh breeze. Tacked heading S.E. At 7 A.M. we heard the mate, who was aloft, sing out "There s-h-e b-l-o-w-s." The old man jumped on deck, and they were pronounced sperm whales. All hands were eager to commence the fray and make up for the bad work yesterday. After swallowing a few mouthfuls of breakfast we lowered away and set sail, the whales being a point on our lee bow. They were very shy, but by careful management the 2d mate got alongside of a 40 barrel bull, and before he could get away he had an iron in him chock to the socket. The mate fastened to him till he spouted blood, and then cut off, and in company with the 3d mate started off to leeward in pursuit of the school, till recalled by a signal from the ship. We got the whale alongside, and at 3 P.M. we had him cut in. We made sail, commenced cutting up blubber, and started the try-works. Lat. 56° 30' S., long. 176.02 E. Heading N.E. by N.

Oct. 1st.

Light wind. Tacked at daylight heading S.S.E. Trying out. Wet hold and scrubbed of decks. At 5 P.M. raised Drummond's island 3 points on our lee bow.

Tacked twice during the night, heading N.N.E.  
and S.E. Lat. 56 m<sup>s</sup>. long. 175.32 E.

Det. 2d Light wind. Heading S.E. Drummond's island  
in sight off our lee bow. Finished trying out and  
cleared up the decks. This whale turned up 37 lbs.  
Wore ship after dinner and stood in for the land.  
About 25 canoes came off bringing fish, coco nuts,  
tickle-mimmi, mats, &c. One of the kanakas, a native  
of Hope island, quite a young lad, was shipped by  
the captain as one of the crew. He was entirely  
naked, with the exception of a mat he had  
around him. The old man sent him forward  
and told us to use him well and learn him  
something. One gave him a shirt, another a  
hat, paints, &c. We then cut his hair, put a knife  
in his pocket, christened him Hope, and  
had him metamorphosed into a yankee  
sailor. Braced forward about sunset, head-  
ing N.N.E. Lat. 126 S.

3d Fresh breeze. At 6 A.M. kept off N.N.W. Coopersed the  
oil on deck. 5 P.M. raised Simpson's island four points  
off our lee bow. At sunset we hauled sharp on the  
wind and lay off and on till the morning of  
the Lat. 2 m N. 174.38 E.

4th Light wind, fine weather. Land on our lee quar-

ter. Wore ship and kept off W. till 11 A.M., when we  
hove to off the lee end off Simpson's island. Finding  
the natives rather backward in coming off we filled  
away and kept off for Henderville's island, bearing  
S.S.W. visible from the mast-head, 15 miles off. 12 M.  
raised Woodell's island on our lee bow. Kept off S. W.  
At 4 o'clock we backed the main topsail and came  
to off Woodell's island. Our old friend, the King,  
was one of the first aboard, and was much pleased  
to see us. We traded with them till sunset, when learn-  
ing that they had some hogs ashore, and the moon  
being full, we agreed to wait till they brought them  
off. The island, with lights twinkling from one  
extremity to the other, presented a beautiful ap-  
pearance by moonlight. At 10 o'clock a canoe came  
almside with the hogs, three in number. So miserably  
lean were they that you could hang your hat on any  
part of them. One of them came forward and leaned  
against the foremast a while and then fell down, and  
had to be helped up again. They wanted an axe  
and 10 heads of tobacco apiece for them, which the  
captain would not give. While they were putting  
them in the canoe to take them off, one of them ac-  
cidentally rolled overboard, and in the confusion  
we braced forward and left them in the lurch,

heading S.E. 16 m N. 173.37 E.

- 5th Light wind, very warm. Course S.W. & W.S.W.  
Tacked, W.N.W. Lat. 33° m S., long. 172.04 E.  
~~6th~~ Light wind. Cooperingoil. S.W. by W.

~~6th~~ 6th Light wind. S.W. to W. Stowed down about 33 bbls. of oil on the  
starb. side of the fore hold. Scrubbed ship. Sunset saw  
Ocean island three points off our weather bow. Luffed up  
sharp on the wind and lay off and on till morning.  
Lat. 49° m S. Long. 169.17 E.

~~7th~~ 7th Light wind. Ran off for the island and hove to within  
a mile of the shore; however no canoes came off, and  
we braced full, heading N.W. 3 P.M. W.N.W. Wet hold  
at 4 o'clock. Sunset shortened sail = W.S.W.

8th

Light wind - fine weather. W. by N. 1/2 N. & W.N.W. 12 M.  
S.W. 12 1/2 raised Pleasant island right ahead.  
At 4 P.M. the natives were alongside in several large  
canoes. Our captain would allow only one native  
out of each canoe to come aboard, as it is only  
18 months since that the brig India was taken by  
these same natives and all hands killed.

A number of ships had touched here lately, all  
bound to the Westward. The captain bought a  
number of hogs and cocon-nuts, also a few

fourth. At sunset we braced forward, steering E. N. W., bound for Strong's island. Lat. 19° 30' S., long. 167° 15' E.

9th Fresh breeze. Fine weather. Course = N. N. W. Scrubbed the rail, bulwarks, and paint work with lye. Scrapped and slacked fore & main topmast and topgallant masts. Lat. 1.20 N. long.

10th Cloudy. Light wind. Scrubbed the decks with sand and lye. Scrapped mizzen topmast and topgallant mast. Squalls and rain during the afternoon and night. 7 P.M. set half watches. Lat. 3.28 N., long.

11th Squally. 11 P.M. a heavy squall struck us, splitting the fore topsail, parting jib halyards, and leaving a couple of large eyes in the main topsail. After dinner we repaired the damage, and our course was altered a number of times during the afternoon and evening.

12th Light wind - fine weather. W. N. W. & E. W. by N.  
At 2 P.M. Strong's island was raised two points off the lee bow, full 50 miles off. Lat. 4.56 N., long. A calm set in about 2 P.M.

13th Light wind, beautiful weather. At sunrise the island lay a point on our lee bow all in plain sight. After breakfast we got up the chivies and bent them to the anchors. Heavy squalls during the night.

14th Head wind. We are trying hard to beat to wind-

ward, but do not make much headway, and shall not probably get in till the wind hauls. 11 A.M. raised a sail three points forward of our weather beam, standing off from the land; probably a whaler bound for a cruise. Wet hold.

15th Cloudy. Sunrise Strong's island 4 points off our weather bow, 15 miles off. A light fair wind towards night.

16th Sunrise, close in to the land. 8 A.M. calm. Lowered starboard boat to take the captain ashore. When they arrived at the entrance of the harbor they met the captain of the ship Louisiana, of N.B. and the pilot coming off to the ship. As soon as they boarded us we lowered all our boats, and together with two from the Louisiana, and two from the island, making seven in all, we towed her into the harbor and dropped our anchor in seven fathoms of water, about a dozen ship's lengths from the shore. We had not got our sails furled before the missionary, the Rev. Mr. Snow, came aboard to learn the news, such as we had. In the evening some of us took a boat and went aboard of the Louisiana, and enjoyed a few songs. They

have had rather hard luck. Sixteen mos. out with 60 bls. of oil, besides losing their 2d mate and a boatsteerer by a whale. Nine of her crew left her in Talcahuanu, and the mate has left her while she lay here. She is a fine looking ship, is fitted for four years, and carries 1800 bls. They reported the ship we saw outside as the Othello, (clipped) of N. B. She also left her 1st and 3d mates behind her.

17th All hands were up before the sun, determined to show the folks here how we done it. We got off a raft of 20 casks, which we took ashore and filled and got it aboard before dinner. Stowed some of it in the ground tier of the fore hold. Broke out and restowed the fore peak and main hatch.

18th Broke out and stowed the starboard side of the after hold. Coopering the beef and stowing it together with stone and heavy manymore work to put her in sailing trim.

19th Broke out and stowed the larboard side of the after hold, coopered the beef, and stowed it in the same manner as the other side. Rained several times during the day.

20th Rained in the morning, but cleared up about a

o'clock. Starboard watch ashore on liberty. When we got ashore we hardly knew what to do with ourselves. The majority of us went into the hut of one of the principal chiefs, rejoicing in the dignified name of Caesar, and had a long talk with some of the whites who had left ships and were living on the island till an opportunity offered to leave it. During the day, in company with a shipmate, I paid a visit to the missionary, who lives on a small island at the farther end of the harbor. He gave us a kind reception, and considerable information concerning the local affairs of the island. He has been here about two years, and made quite an impression on the natives under the reign of King George, ~~and~~ over whom he had considerable influence.

But the old king died about a month before our arrival, and with his death vanished all the hopes of the missionary. The whites on the island say that since the king's death he has lost all he ever gained. It is useless for him to stop on this island, for all the missionaries in the Pacific could do nothing here without first gaining over the chiefs to their cause. But the children who have attended Mr. Snr's school have done well. I saw some of the writing of a small girl that

would have done credit to one half of the adults of our country.

Mr. Snow offered us or any of the crew the use of his library while we lay in port.

The other watch aboard were busy at work. By rolling 120 lbs. of water upon her larboard side, her starboard side was above out of water enough to repair the copper on the gangway and put on new sheathing that had been wore off by the cutting blocks in taking in whales. They also washed, partly, the outside of the ship, prior to painting. Sent half a barrel of coal tar on board the Louisiana.

21st Fine weather. This is our Saturday but the missionaries' Sunday. We done nothing but wash decks. Larboard watch ashore. In the afternoon, by invitation part of the crews of both ships attended divine service at the missionaries' house. The captains of both ships were present. The sermon was a good one, but not fit for sailors. There was too much logic about it.

22d Fine weather. Starboard watch ashore. Having nothing else to do I went out on the reef at the Post end of the island to gather some shells. I found Mr. Snow engaged in the same business after rolling over all the stones on the reef for half

a mile, I came off with a few dozen. The watch aboard painted the stern and starboard side of the ship.

23d Fine weather. Larboard watch ashore. Broke out fore and main hatches. Larboard and waist boats went down to tow the Louisiana out of the harbor. She weighed her anchor, with a light fair wind. She had got nearly out, but dropped her anchor and furled her sails on learning that one of her crew was missing. Capt. Norton came aboard of us and swore that our crew had stowed him away in the Sew Shell. He allowed he had too men more than he wanted, but he would wait till his ship rotted rather than sail without him.

The watch aboard stowed wood and water in the fore and main hatches, and took a raft of nine casks ashore to be filled.

24th Cloudy. Starboard watch ashore. Painted wheel and mast-heads. Scrubbed the larboard side of the ship outside. Stowed three casks ashore, filled them, and brought off the whole raft of 12 casks. The natives had a great feast ashore to-day.

25th Fine weather. Larboard watch ashore. Set up bobsays. Stowed down wood and water. Rained and blew hard during the latter part of the day and through the night.

26th Fine weather. Starboard watch ashore. Painting larboard side of the ship. Took three casks ashore for water. The natives had another feast to-day. A man known

by the name of Andrew, left here by the ship Bay Stead,  
was buried on shore to-day. He was a native of England,  
56 years of age, and has friends living in Boston. He refused  
to tell his real name, before his death, or any thing relating  
to his past life, consequently no information can be for-  
warded to his relations of his decease. His body was sewed up  
in a coarse mat, and without a coffin was placed in a grave  
dry in the sand, close to the sea, there to rest till the  
last day. Previous to his burial the missionary read the  
funeral service, and made a few appropriate re-  
marks to a large number of the crew of both ships.  
27th Fine weather. Larboard watch ashore. Painting and coal-tar-  
ring. Got off a load of wool. Wet hold and pumped ship.  
Rainy and squally during the night.

28th Sunday. Fine weather. Scrubbed decks with sand. Star-  
board watch ashore. The Louisiana had dragged last  
night nearly upon a reef. At daybreak she hove up  
her anchors to change her berth. During their operation  
she came very near getting aboat of us. We sent a gang  
aboard of her and in a short time she got a berth  
and dropped her anchor. I write a number from both  
ships attended Divine service at the missionary's  
this afternoon.

29th Fine weather. Larboard watch ashore. Painting and coal-  
tarring. Got off some wood and stowed it in the hold.

Mended main topgallant sail. Rolled the waist boat alongside. Rained all night.

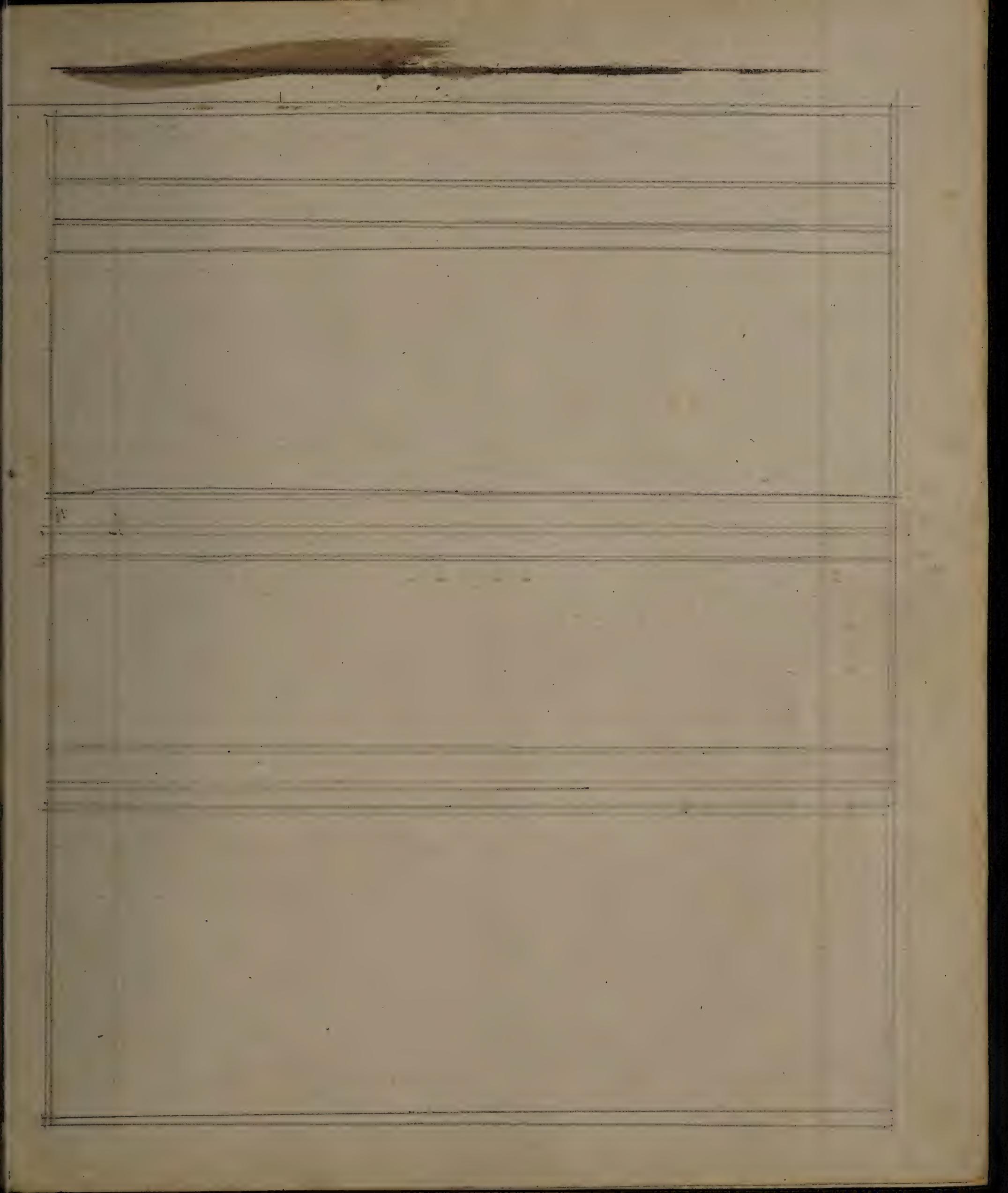
30th Sizzly and rainy. Starboard watch ashore. Scrubbed decks with sand, and washed paint work. Took all our topsail sheets, runners, ties, ring-stoppers, &c., ashore to coal tar them. The missionary and lady visited the ship this afternoon. The wind hauling to the westward this afternoon, the Louisiana called her liberty men aboard, and was towed to sea. In company with two companions I dined at the missionary's to-day. Got a few hogs off to-day.

31st Fine weather. Coal-tarring. Starboard watch ashore. Got off four casks of water and a boat-load of wood. Got out slops and the captain settled with the king and chiefs. The missionary and lady dined with the captain. Rove topsail sheets and runners, bent main topgallant sail, and made other preparations for sea. We brought off four large logs to make davits, and a boat-load of coconuts and turna.

Nov. 1st. Fine weather. Head wind. Shoveled wood and broke out butter. The old man got generous and sent a key forward and one ashore. Cleared up and got ready for sea.

Table of Latitude and Longitude.

Monyonui,	- - - -	Lat. 35.06 S., long. 173.35 W.
Jarvis island,	- - - -	Lat. 21 $\frac{1}{2}$ S., long. 160 W.
Enderberry's island,	- - -	Lat. 3.06 S., long. 171.13 W.
Cape Nantucket,		
Tutuila,		Lat. 14.30 S., long. 170.41 W.
Bordelitch's island,		" 9.24 S. Long. 171.06 "
Trans. *Hope island,		Lat. 1.11 S., long. 177.13 E.
*Byron's island,		" 247°, " 176.59 E.
Pillstaurot islands,		" 22.22 S. " 176.04 W.
Sorn island,		" 14.15 S., " 178. " W.



At Strong's is, 1 pr denim pants, 90c, and 1/4 th	
box of cigars, 1.25 - - - - -	2 15
Nov. 4th 1 pr Shoes, - - - - -	1 00
15th 1 pr Denim pants, - - - - -	90
Dec. 16th 1 jackknife - - - - -	25
" 22d 1 tin pot - - - - -	.15
" 26th 1 half quire paper - - - - -	12
Jan. 2d. 55 8 1/2 lbs. tobacco, a 25c. - - - - -	2. 12
Mar. 17. 1 lb. do. - - - - -	25
" 20 5 lb. do. a 32c. - - - - -	1 60
" 27 1 stripe shirt - - - - -	.82
30 1 pr boat-skin shoes - - - - -	1 50
" bars Chemical soap - - - - -	.50
" At Ascension, 4 yds. white cloth, - - - - -	.50
" looking glass, 25, 8 fish hooks 32 - - - - -	.57
May 13 1 doz. steel pens, - - - - -	12
15 1 jackknife - - - - -	.50
30 1 pr Shears, - - - - -	25
June 6th 1 Monkey jacket - - - - -	6 .50
July 10 2 coarse & 1 fine comb - - - - -	.30
July 11 Cash, - - - - -	2 .50
Aug. 10 7 1/2 lb. thread, - - - - -	20.
Aug. 12 1 tin pot - - - - -	.15
Aug. 16 1 doz. steel pens, - - - - -	12
" 24 1 pr Denim pts. - - - - -	.9.

Geo. Whelden Dr to Barque Sea Shell.

March 18	2 doz pipes, @ 10c.	25
July 21	4 bars Soap, @ 33c.	1 33 1/3
Sept. 13th	1 tin paint	15
" " "	2 pr Denim pants, @ 90c.	1 80
" 17th	500 shot sixes	3 75
Feb. 26=54	Cash	1 00
" 4th "	Cash	50
" 6th "	5 pounds Tobacco, @ 25c.	1 25
" 8th "	Cash	50
28th "	1 pr. Shoes,	1 05
Mar. 8th	8 pounds Tobacco, @ 25c.	2 00
" 16th	1 tin pot	15
April 28	1 lb. of Tobacco	25
July 1st	2 Guernsey frocks - - - - -	1 25
" "	1 pr Jean pants	1 25
" 11th	1 pr Tweed pants	1 14
" "	do Denim do	90
18th	10 lbs. Tobacco, @ 26c.	2 60
" "	4 bars Chemical soap, @ 12 1/2	60
Aug. 8th	4 skeins thread - - - - -	20
Sept. 2d	1 pr whaling. shoes	1 00
8th	25 pipes, @ 10c.	25
23d	1 Jack knife, 25, and 2 quires of paper, 48, - - -	73
29th	2 lbs. rotten tobacco	50

JAN.							FEB.							MAR.							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	
1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7	
8	9	10	11	12	13	14	8	9	10	11	12	13	14	8	9	10	11	12	13	14	
15	16	17	18	19	20	21	5	6	7	8	9	10	11	5	6	7	8	9	10	11	
22	23	24	25	26	27	28	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
29	30	31	30	31	30	29	19	20	21	22	23	24	25	26	27	28	29	30	31	31	
APRIL							MAY							JUNE							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	
2	3	4	5	6	7	8	7	8	9	10	11	12	13	4	5	6	7	8	9	10	
9	10	11	12	13	14	15	14	15	16	17	18	19	20	11	12	13	14	15	16	17	
16	17	18	19	20	21	22	21	22	23	24	25	26	27	18	19	20	21	22	23	24	
23	24	25	26	27	28	29	28	29	30	31	31	00	00	25	26	27	28	29	30	31	
30	31																				
JULY							AUG.							SEPT.							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	
2	3	4	5	6	7	8	6	7	8	9	10	11	12	3	4	5	6	7	8	9	
9	10	11	12	13	14	15	13	14	15	16	17	18	19	10	11	12	13	14	15	16	
16	17	18	19	20	21	22	19	20	21	22	23	24	25	17	18	19	20	21	22	23	
23	24	25	26	27	28	29	22	23	24	25	26	27	28	24	25	26	27	28	29	30	
30	31						29	30	31												
OCT.							NOV.							DEC.							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	
2	3	4	5	6	7	8	5	6	7	8	9	10	11	1	2	3	4	5	6	7	
9	10	11	12	13	14	15	12	13	14	15	16	17	18	4	5	6	7	8	9	10	
16	17	18	19	20	21	22	19	20	21	22	23	24	25	11	12	13	14	15	16	17	
23	24	25	26	27	28	29	29	30	31	26	27	28	29	30	18	19	20	21	22	23	24
30	31														25	26	27	28	29	30	31

